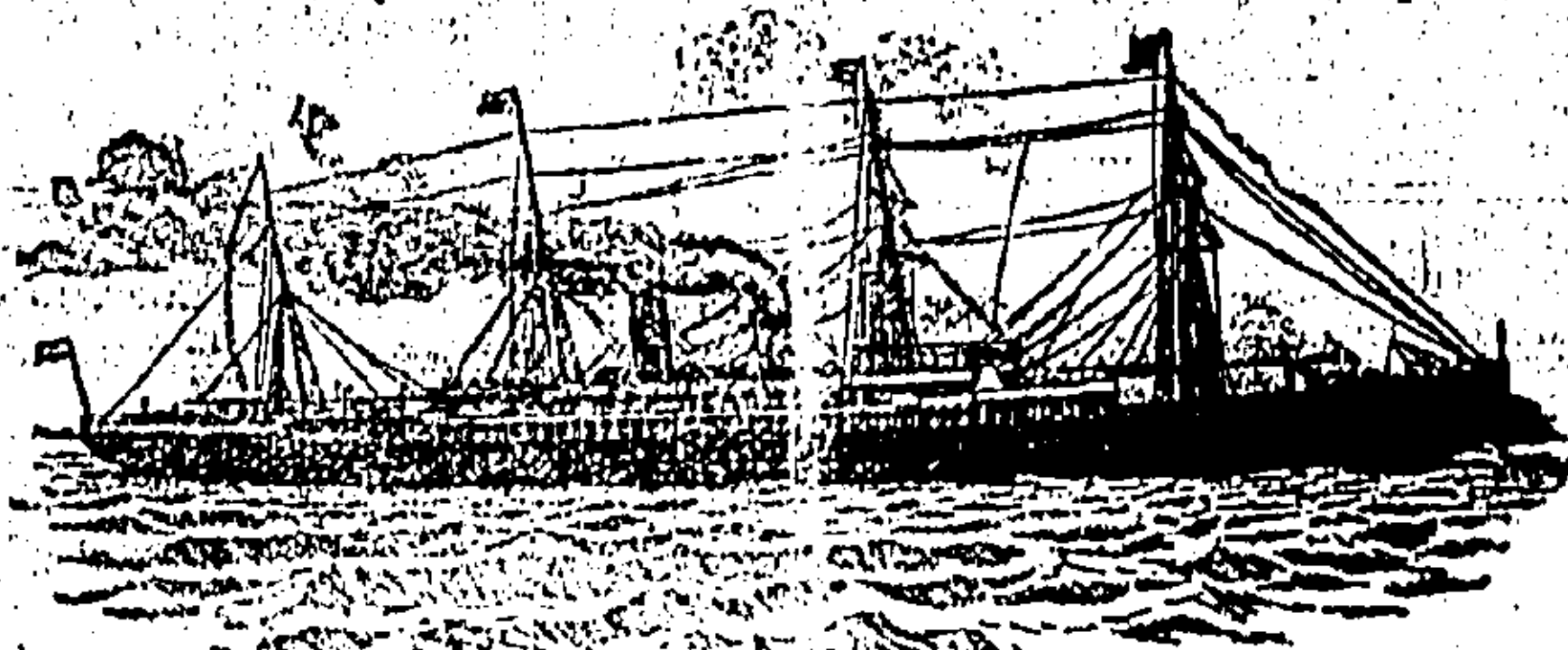


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	SATURDAY, 29th October, at Noon.
"GAELIC"	4,205 "	TUESDAY, 8th November, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 12th November, at Noon.
"HONGKONG"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DOBIO"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.
"CAPTIO"	4,352 "	TUESDAY, 3rd January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1903; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 29th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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FEATURES OF THIS LINE.

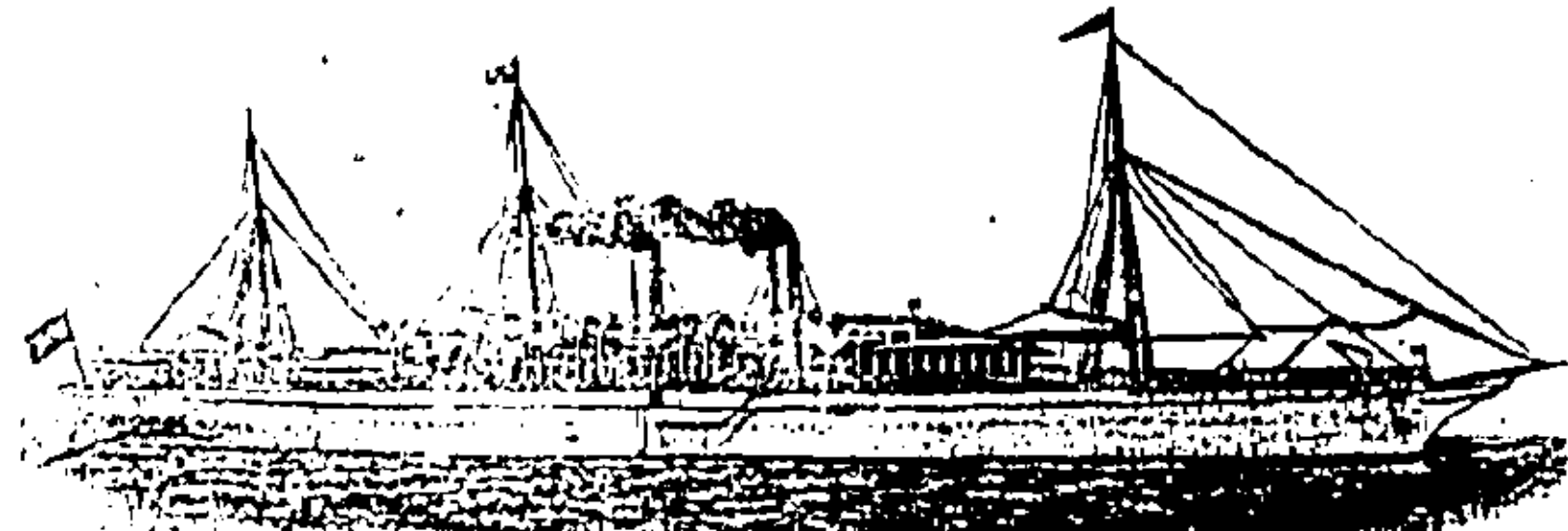
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th October, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.

Hongkong to London, 1st Class, £40. 2nd St. Lawrence £60. 3rd New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

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D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BRISGAVIA.....	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th Nov.	Freight.
SLAVONIA.....	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	19th Nov.	Freight and Passengers.
SEGOVIA.....	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	29th Nov.	Freight.
SENEMBIA.....	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th Dec.	Freight.
ARMENIA.....	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	27th Dec.	Freight.
C. FERD. LAEISZ.....	HAYRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th January.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1 Queen's Buildings.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,

37, Des Voeux Road CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	1,363 tons	Captain R. D. Thomas.
"POWAN,"	1,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	1,260 "	W. A. Valentine.
"HANKOW,"	1,260 "	B. Branch.
"KINSHAN,"	1,260 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,798 tons	Captain H. D. Jones.
-------------------	------------	----------------------

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	1,219 tons	Captain T. Hamlin.
------------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	1,588 tons	Captain J. Willox.
"NANNING,"	1,569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VOEUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES

Hongkong, 15th December, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS
AND WATCHMAKERS

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

501

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 14,
14a, House Road.

[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICE
in the Colony or in any part of the Far East.]

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1904.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS, and ENLARGING
and COPYING in all styles.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL
INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical
Work.

ADDRESS—7, ICE HOUSE ROAD.

W. STUART HARRISON,
Manager.

Hongkong, 15th April, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of
the superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel. 367.
Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 20th May, 1904.

[677]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,
SINGAPORE.

THIS First Class newly opened Hotel has
excellent accommodation for FAMILIES,
TRAVELLERS and permanent BOARDERS.

REPORT OF AN EXPERT.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the
commercial houses and Esplanade.
Spacious Refreshment, Dinner and Billiard
Saloons.

E. C. VAN MARLE,
Proprietor.

H. T. SARRE,
Manager.

Singapore, 4th October, 1904.

[1108]

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VOEUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[1091]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate 1st Fls.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1904.

[31]

OCCIDENTAL
HOTEL.

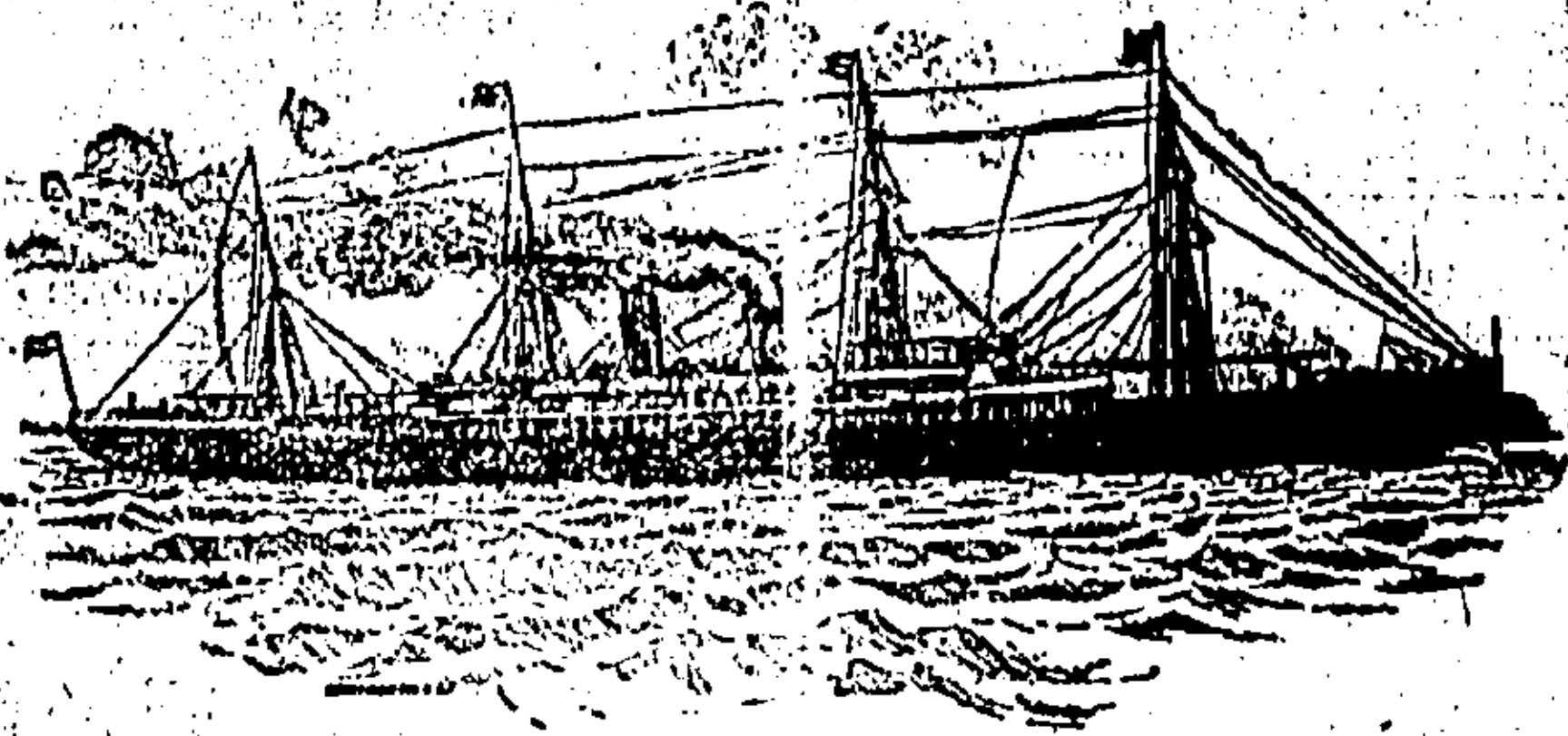
EXCELLENT CUISINE.

MODERATE PRICES.

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U.S. MAIL LINES.



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"SIBERIA"	11,784	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300	TUESDAY, 29th November, at Noon.
"OHINA"	5,060	SATURDAY, 3rd December, at Noon.
"DORIC"	4,784	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750	SATURDAY, 24th December, at Noon.
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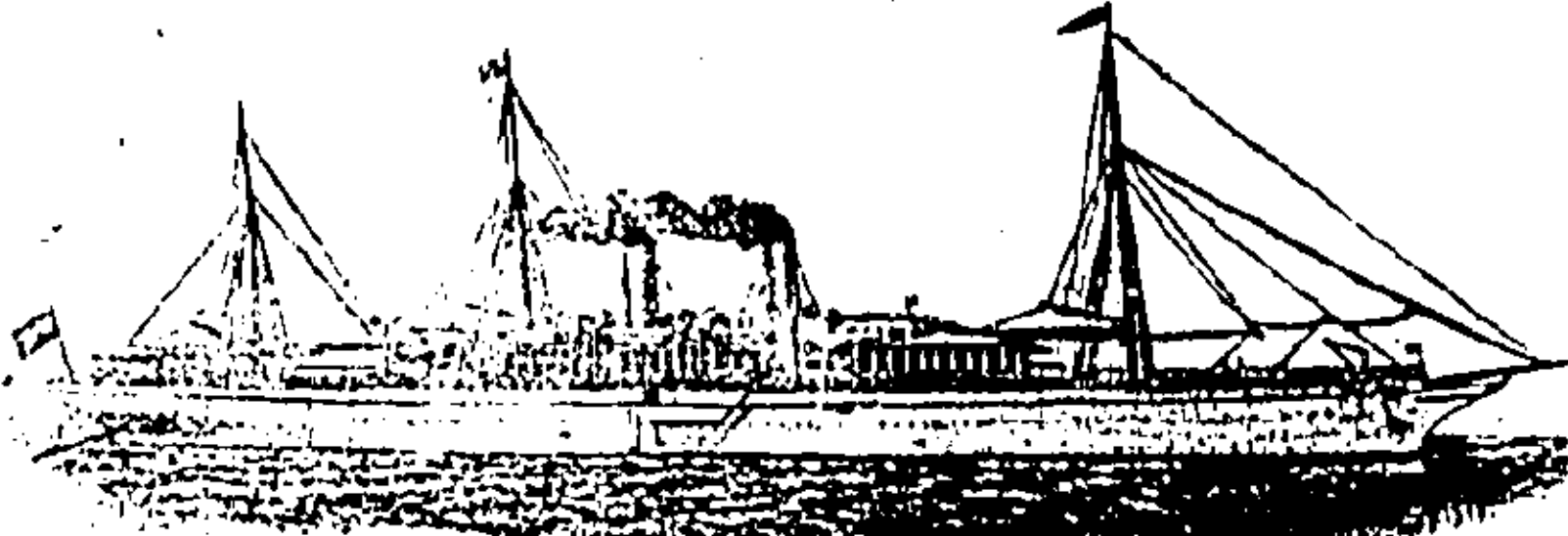
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Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th October, 1904.

E. W. TILDEN, Agent.

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Hongkong to London, 1st Class, £40. 2nd St. Lawrence £60. 3rd New York £60.

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9, Paddar's Street.

HAMBURG-AMERIKA LINIE.
OBERSTÄDTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BRISGAVIA	HAVRE and HAMBURG.	4th Nov.	Freight.
Schulke	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAVRE and HAMBURG.	19th Nov.	Freight and Passengers.
(ex STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO).		
MODER	HAVRE and HAMBURG.	29th Nov.	Freight.
SEGOVIA	(Calling at S'PORE, PENANG & COLOMBO).		
Schoenfeldt	HAVRE and HAMBURG.	13th Dec.	Freight.
SENEGAMBIA	(Calling at S'PORE, PENANG & COLOMBO).		
(ex NURNBERG)	HAVRE and HAMBURG.	27th Dec.	Freight.
ARMENIA	(Calling at S'PORE, PENANG & COLOMBO).		
Forst	HAVRE and HAMBURG.	11th January.	Freight.
C. FERD. LAEISZ	(Calling at S'PORE, PENANG & COLOMBO).		
v. Hoff			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 22nd October, 1904.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
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COMPANY, LTD.

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"HANKOW,"	2,073	B. Branch.
"KINSHAN,"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	7,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,191 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willcox.
"NANNING,"	569	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Buildings.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 10

Ice House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse all heretofore

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS—1, ICE HOUSE ROAD,

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients used in the manufacture of their goods, and the cleanliness &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLiffe, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List.—Please apply to FACTORY AND OFFICE, West Point. Tel. 367.

Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,

General Managers.

Hongkong, 20th May, 1904.

[677]

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

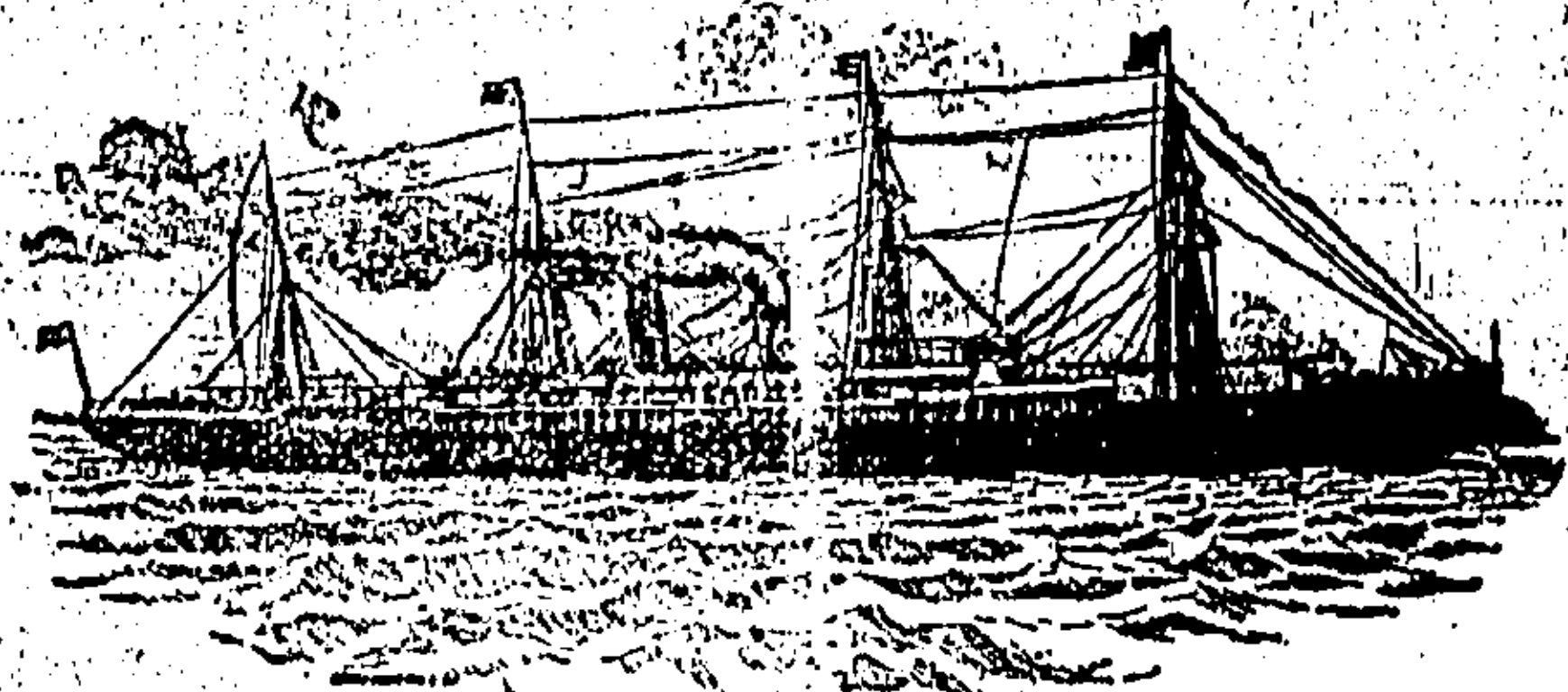
CHARGES FROM 4/6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MAR

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	SATURDAY, 29th October, at Noon.
"GALICIA"	4,205 "	TUESDAY, 8th November, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	6,300 "	TUESDAY, 29th November, at Noon.
"CHINA"	5,000 "	SATURDAY, 3rd December, at Noon.
"DORIO"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.
"COPTIC"	4,352 "	TUESDAY, 3rd January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 29th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

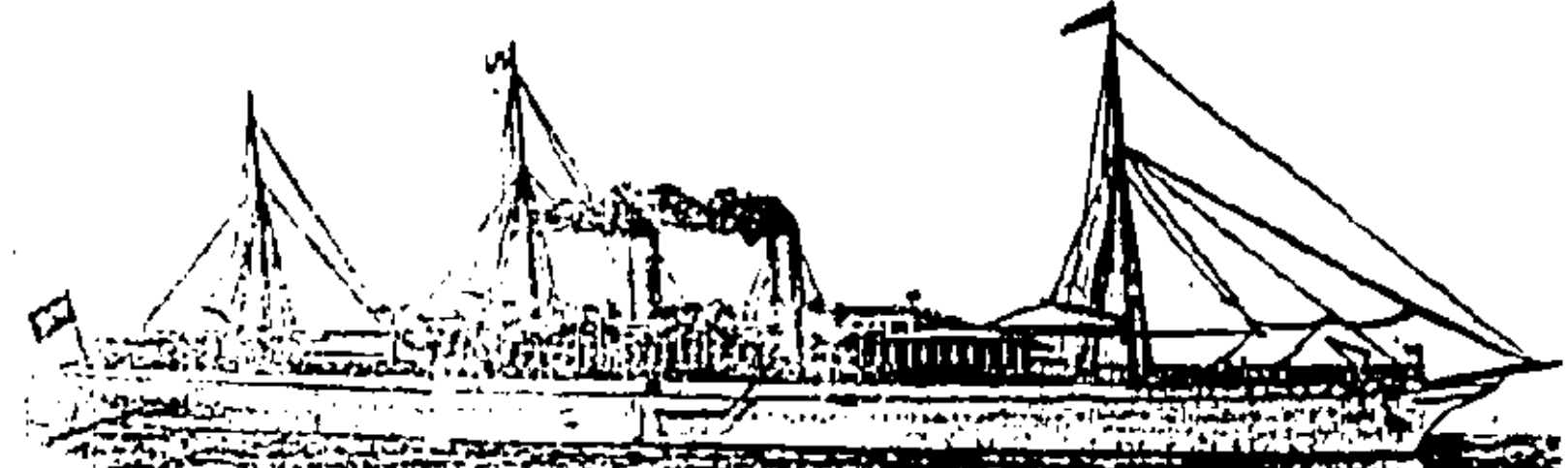
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoor throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 2nd November.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 14th December.
"ATHENIAN"	1,440 "	WEDNESDAY, 28th December.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR"	4,425 "	WEDNESDAY, 25th January.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA.....	HAVRE and HAMBURG.	4th Nov.
Schulke.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
SLAVONIA.....	HAVRE and HAMBURG.	19th Nov.
(ex STRASSBURG).....	(Calling at S'PORE, PENANG & COLOMBO).	Freight and Passengers.
Maden.....	HAVRE and HAMBURG.	29th Nov.
SEGOVIA.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
Schoenfeldt.....	HAVRE and HAMBURG.	13th Dec.
SENIGAMBIA.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
(ex NURNBERG).....	HAVRE and HAMBURG.	27th Dec.
ARMENIA.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
Port.....	HAVRE and HAMBURG.	11th January.
C. FRED. LAEISE.....	(Calling at S'PORE, PENANG & COLOMBO).	Freight.
V. Hoff.....		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 22nd October, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,361 tons	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,160 "	W. A. Valentine.
"HANKOW"	3,071 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M.

and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

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HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Butchart.

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Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904.

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TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1901.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

20, QUEEN'S ROAD,

Watson's Building.

501

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 19

Ice House Road.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1904.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

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LARGE SELECTION OF VIEWS ALWAYS ON HAND.

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DAIMLER'S PATENT MOTOR

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PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT. . . .

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Fichus and Scarves.

Viola Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Satens.

New Cretonnes.

Hemmed Linen Pillow Cases and

Damask Cloths.

Linen Huckerback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask

Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

&c., &c.

GENTS' DEPT. . . .

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling

Rugs.

Winter Underwear.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 18th October, 1904.

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

ST. ANDREWS BALL.

SCOTSMEN desirous of SUBSCRIBING to the forthcoming ST. ANDREWS BALL, on 30th November, are requested to forward to the undersigned their NAMES and ADDRESSES, and to state whether Married or Single.

DAVID WOOD,
Hon. Secretary,
St. Andrew's Ball Committee.
Hongkong, 26th October, 1904. [1164]

C. M. S. BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held in the CITY HALL, on TUESDAY, November 1st, from 3 to 6 o'clock.
The favour of your attendance is requested.
Hongkong, 26th October, 1904. [1158]

VICTORIA RECREATION CLUB.

WANTED.

FROM 1st November, a EUROPEAN STEWARD for the above Club.
Salary to commence \$120 per month.
Applications in writing accompanied by references to be addressed to the undersigned.

HAROLD C. AUSTEN,
Hon. Secretary.
Kowloon, 21st October, 1904. [1148]

ROBINSON PIANO
COMPANY, LIMITED.

NEW IRON - - -

FRAMED - - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING

MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [1199]

WAR CONUNDRUMS.

ARE THE ODDS AGAINST JAPAN?

If it took the British empire, with 36,000,000 people, three years to subdue the 300,000 Boers in South Africa, how long will it take the Russian empire, with only 140,000,000 people, to subdue the 40,000,000 Japanese?

The answer is—378 years.

If 40,000 British soldiers were killed in three years in the Boer War how many will be killed in 378 years with the Japanese?

The answer is—5,040,000 men.

If the cost of the Boer war to Great Britain was \$1,115,000,000, how much would a 378 years' war cost Russia?

The answer is—\$140,400,000,000.

The above figures, which any boy or girl in a high school can easily verify, are not to be taken as prophetic. The Russo-Japanese war will probably be a forgotten horror in the twenty-third century.

But the Boer war, with its great expense and loss of life, with its long delays and setbacks, clearly proved that it is no easy task for a large nation to subdue a small one.

The Russians are said to be three to one. This is not a correct statement. It must be remembered that Japan is a united nation, while Russia is composed of thirty or more different nationalities. Every Japanese is ready to fight for his country, but there are many Russian communities that would sooner fight against Russia than for her.

For instance, there are 6,000,000 Jews in Russia. Is it likely they will be willing to die to save the Tsar? Are they not to be counted as an element of weakness and not an element of strength in the Russian empire?

There are 3,000,000 Finns in the Russian empire. Within the last two years their political liberties have been restricted, and the whole of Finland is alive with the spirit of revolt. Is it likely that the Finns will be enthusiastically patriotic during this war?

There are 12,000,000 Poles in Russia. It is probable that they will be about as loyal to Russia as the Boers are to Great Britain. The Pole may be compelled to carry arms, but no one can expect him to fight with vim and enthusiasm under the Russian flag.

Then there is Tolstoi. He alone counts for several millions. He will not fight even in self-defence. No one can tell how widely his doctrines of non-resistance have spread among the Russian peasantry.

Out of every hundred Russians, therefore, there are about twenty, who cannot be relied upon. It may even be said that some of the twenty sympathize with Japan. In the remote Siberian villages, where the Russian exiles—500,000 of them—are confined it is not likely there are will be any parades in honour of Alexander.

EXTRADITED FROM HONGKONG.

THE BOMBAY BARRISTER CASE.

It will be remembered that last month Shapurjee Cowasjee Sanjana was extradited from Hongkong on a charge of forgery and other offences and taken to Bombay on the s.s. *Chusan*. Exchanges to hand have a few interesting particulars of his career, the *Advocate of India* stating that he disappeared from Bombay two and a-half years ago. The paper proceeds: Sanjana, it appears from what came to light, subsequently found his way to Manila. Before reaching foreign territory he changed his Parsi name and assumed the name of James Warriman, and, being a man of education and good address, he was not long in establishing himself comfortably in Manila. He started by giving lessons in English at a charge of two dollars per hour, and so successful was he in this line of business that he was in a short time able to make handsome remittances to his wife and family. In addition to English teaching he found another opening by doing business on his own in the way of commission business. Things went on all right for some time, when recently a split occurred in the camp and Sanjana instituted civil proceedings against Isufbhai for the recovery of \$10,000. The result of his suit was that it was found to be a false claim, and the solicitor who took up Sanjana's case got into trouble, as the American law prohibits lawyers from taking up false claims. Isufbhai retaliated by splitting up Sanjana to the British Consul at Manila, to whom he told the whole of Sanjana's antecedents. The British Consul upon this took a snapshot of Sanjana in a class-room while he was in the act of teaching and sent that photo to the Bombay Police for identification. The identity was to a great extent disguised as Sanjana in it appeared clean-shaven. On the Bombay Police cabling the required information Sanjana was reported to the authorities at Manila, who lodged him in prison. When Inspector Power arrived at Manila, Sanjana was somehow again got at liberty, and it was through the largeness of the American police that he was got on board a steamer and sent off to Hongkong. It was here while in British territory that Inspector Power charged him with the offence of forgery and giving false evidence. Since his incarceration in the British lock-up, Sanjana has cultivated a thick beard, which he keeps stubby. He complains of Manila being a very expensive place to live in, far more expensive than any of the places he had been in during his travels in England and on the Continent. Though undoubtedly aged since he was last in Bombay, he looks in the very best of health, and is uncommonly communicative in his conversation.

He had evidently been long accustomed to European headgear as was evidenced when being brought into the Court. Seeing the Magistrate, whom he remembered Sanjana unconsciously was about to raise his hand to doff his hat, but suddenly stopped short on his hand touching the edge of his Parsi turban, and he immediately bowed.

At the Police Court on the 27th ult., he was charged with forging the will of one Parbhootam

Ludha; dishonestly using as genuine a forged document, giving false evidence, and aiding and abetting others in the commission of these offences.

Mr. Bowen, acting Police Prosecutor, in addressing the Court, said that the accused was charged with forgery and other offences on the 29th January, 1902. He appeared in Court when released on bail absconded, and a warrant was issued for his arrest on the 17th February, 1902. That warrant was endorsed by the Governor of Hongkong, where the accused was arrested and brought to Bombay.

His Worship: When do you propose to go on with the case?

Mr. Bowen: I will ask your worship to give a reasonable time. There are a good many papers to go through, and I understand that the accused also requires time.

The Accused—Yes. A fortnight's time will be quite sufficient for me.

The Magistrate then adjourned the case to the 11th and 12th October, and said he would then see what progress they made in the matter.

The accused then applied for permission to see his lawyer, either in the Court or at the Head Police Office, before being sent to jail.

The Magistrate: There is no objection to that.

The accused then left the Court through a great crowd of spectators, who had assembled for the Court room and the corridors to get a look at him.

WIFE FOR SALE.

AN "EXPENSIVE TERROR"
TO BE HAD CHEAP.

A young man of Belfast is anxious to sell his wife cheap, and has advertised the fact in a local paper.

He says: "My wages average about 30s. a week, of which the wife seeks 28s., leaving me the remaining 2s. to spend as lavishly as I like. Four years have passed since I grasped her hand at the altar—it seems to be a lifetime. I have fallen in weight about 28 lb. since then."

"My wife—I have nicknamed her 'Evergreen'—is a strongly-built young woman of a very fascinating appearance, but that is all. She can't wash a tub of clothes, saw on a lathe, or darn a pair of socks. She says she didn't marry me to repair my clothes, and that I should have looked out for a tailoress."

"When I leave home in the morning I feel happy to get a breath of fresh air free from the clatter of her tongue. I don't trouble coming home for any dinner in case I might find a locked door, and before I could hunt her up lying browsing in some of the packs it would be time to resume business. Therefore I speculate on a cup of coffee and a bun out of my prodigious allowance. No wonder I'm failing."

"When I get home from 'biz' and get my quantity of cold tea and the remains of her day's feeding, it takes me from then till bedtime pacifying the neighbours she has been quarrelling with all day, which seems to be her daily work."

"The neighbours tell me—as if I don't know—that she is the most terrible-tongued specimen of the petticoat tribe they ever encountered."

"Now for the selling point. Would any one like to buy her? A signature, clearing her from me, is all I want. My sole desire for recording my married life is to remind reckless young men to refrain from allowing dressy gowns and pleasing locks to fascinate them into a speedy marriage and a subsequent life of awful misery."

"Perhaps it will help those in quest of a partner in life to know that I picked up this lady, expensive terror of humanity at a dance four years ago in a historical little town in Ulster."

DEATH OF THE FRENCH

EXECUTIONER.

HIS 500 "SUBJECTS."

At the ripe age of eighty-one, the famous French executioner, Louis Deibler, has died peacefully at his Paris residence. He resigned his lugubrious post six years ago, and was succeeded by his son who is thirty-nine years of age.

It was in 1858 that the older Deibler entered on his career as assistant-headman at Algiers. Five years later, on the death of his father, he became executioner-in-chief for Brittany, and in 1879 reached the highest post in his profession—that of sole executioner for France.

His first task was to put to death a monster named Laprade, who had murdered his father, mother, and grandmother under circumstances of the greatest barbarity. So fierce was the resistance that he offered on the scaffold that the headman had to stun him by dashing his head on the pavement.

Another of his "cases" was the police-sergeant Prevost, who, enjoying the reputation of a model officer, was nevertheless convicted of murdering two persons, whose dismembered bodies he threw into the Paris sewers. He died with great firmness, declaring that not all his blood could wash out his crimes.

Some famous criminals, Pranzini, the elegant and fascinating, Ravachol the Algerian anarchist, and Caserio the assassin of President Carnot, were among the criminals who died by the hand of Deibler. Five hundred is said to have been the total of his cases in his nineteen years of office.

When Carrara, the Italian mushroom-grower, who killed and tried to burn the body of a man whom his wife had lured into his house, was shown under the axe, trembling with fear, one of the assistants shouted, "He is dead! It is a corpse that you are going to behead! It was true the assassin had died of sheer terror. But even as the man spoke the blade descended and did its work."

In appearance, says the *Journal*, Deibler was short and of weakly physique. Far from being of sinister visage, he looked like a prosperous tradesman, but always wore a somewhat sad expression while his movements even on the scaffold, were slow and deliberate. He was the perfect executioner.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 1/2
Do. demand	1/10 3/16
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	23 3/4
America—Bank T.T.	44 1/2
Germany—Bank T.T.	187 1/2
India T.T.	137 1/2
Do. demand	137 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	90 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	Nominal
Buying.	
4 months' sight L.C.	1/10 1/2
6 months' sight L.C.	1/10 1/2
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	110 1/2
4 months' sight France	235 1/2
6 months' sight do.	237 1/2
4 months' sight Germany	192 1/2
Bar Silver	26 13/16
Bank of England rate	3 7/8

OPIMUM QUOTATIONS	
To-day's quotations are as follows:—	
Malwa New	Per chest @ 1,080/1,120
" Old	@ 1,140/1,190
" Older	@ 1,220/1,260
Patna New	@ 1,280/1,320
Bennares New	@ 1,175
Benian Paper	@ 880/910

Intimations.

CHRISTMAS AND NEW YEAR GIFTS

FOR
HOME FRIENDS.

MACEWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Consignee) in any part of the World.

LATEST SHIPPING DATES.

To England	Nov. 8th
To France	Nov. 15th
To Germany	Nov. 15th
To Italy	Nov. 15th
To United States via San Francisco	Nov. 15th
To United States via Suez Canal	Oct. 18th
To India	Oct. 21st
To South Africa	Oct. 21st
To Australia	Oct. 21st
To Canada	Nov. 8th

CHINA PARCELS EXPRESS.

OFFICE: 3, DUDDELL STREET.

Hongkong, 7th October, 1904. [1116]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m.	7.00 a.m.	Every 15 minutes.
7.30 a.m.	8.00 a.m.	Every 15 minutes.
8.00 a.m.	8.30 a.m.	Every 15 minutes.
8.30 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 15 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 15 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.30 p.m.	3.00 p.m.	Every 15 minutes.
5.00 p.m.	8.00 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.00 a.m.	Every 10 minutes.
12.00 Noon	1.00 p.m.	Every 10 minutes.
1.00 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	6.00 p.m.	Every 10 minutes.
6.00 p.m.	7.00 p.m.	Every 15 minutes.
7.00 p.m.	8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1904. [1104]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 69.

(Alteration in setting of Tide-gauges.)

NOTICE is hereby given that on or about the 1st November the TIDE-GAUGES in the approaches to CANTON will be altered to show the height of water above the low water plane corresponding to the standard zero at CANTON and WHAMPOA.

The depths of water at the various shallows, reduced to the above low water plane, are as follows:—

Second Bar, Eastern Channel	13 feet.
Tai Shek Barrier (depth corresponding to setting of present gauge)	9 feet.
Tai Mei Spit	12 feet.
Sulphur Point	about 6 feet.
Salt Flats	about 6 feet.

J. HOWELL MAY,
Harbour Master.

Approved: F. J. MAYERS,
Acting Commissioner of Customs.

Custom House, Canton, 24th October, 1904. [1159]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 70.

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE
MELLOW
FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR
SCOTCH
WHISKY.

IS ATTAINED ONLY BY
Great Age, being
thoroughly matured
and Superior Quality
Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 15th September, 1904.

TELEPHONE NO. 154.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN BY AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.
Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.
MARINEWORK.

Hongkong, 3rd May, 1904.

NOTICE.
All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contributions.
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DAILY—\$30 per annum.
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The rates per quarter and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messengers. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 27, 1904.

AN OPENING FOR BRITISH
TRADE.

From a commercial point of view the rich districts watered by the West, North, and East Rivers and their tributaries may be considered as forming the centre of the Province of Kwangtung. This labyrinth of islands, channels and creeks is occupied by the four administrative districts of Namhoi, Panyu, Shuntak and Heungshan, and may safely be called the most fertile and richest part of the whole province. For the production of raw silk the Shuntak district is especially famous; the city of Shuntak itself being an important market for this class of goods, and most of the names given to the different sorts of Canton raw silk belong to places lying in that small tract of land on the left bank of the West River, between Shuntak, Komchuk, Kaukong, Lachow and Fatshan. These places, being the markets where silk is first collected from the farmers residing in the neighbourhood, are only a few miles distant from each other and accessible from the Broadway of the West River through a network of creeks and river branches. The southern part of the Namhoi district touches on that of Shuntak, occupying the left bank of the West River from Kaukong for about twenty miles up the waterway. At the foot of the Saichushan hills is the silk market of Shatao on the right bank of a broad branch of the Delta which is practically the main arm of the North River; Kaukong, which besides being a great emporium for silk, is known for its fishery and fish-breeding industry, lies only five miles above Komchuk, the Namhoi boundary being the landmark between the two villages. The small town of Kongmi, also known for its silk industry, lies about seven miles above Kaukong on the right bank of the West River, but belongs, politically, to the Namhoi district. The large expanse of alluvial country, known as Heungshan, occupies the southern corner of the Delta between the estuaries of the West and Canton Rivers, and is the district with which we are at present more especially concerned. The silk villages of Sailam, ten miles north-west of Heungshan and Kuchan, eight miles north-east of the treaty port of Kongmoon, belong to this district. These silk-producing centres are closely connected with what may be termed the silk manufacturing district, comprising a number of villages and small towns together with the cities of Canton and Fatshan. It may thus be seen that the produce, representing the greater half of the value of the export trade of Canton, is by no means brought from very distant places and is confined to a very limited part of the province. If we glance at the map for places which supply the Macao market with its principal staples we find that the produce belongs to the comparatively narrow limited district of the river delta extending between the southern capital and the Portuguese Colony. Of course, it is somewhat difficult to say how far the trade of certain commercial centres extend, and though in the case of native exports we may draw lines for certain articles it is almost impossible to guess what distance into the interior some bales of cotton or balls of opium will wander after they have arrived at the distributing centre. With regard to Macao and its exports it may easily be seen that the whole of this trade is derived from districts comparatively close to the city, and although the statistics compiled by the Imperial Maritime Customs on the trade of the Lappa station during last year show a decrease in the value of exports the reason for the diminution is not far to seek. Mr. W. Noyes Morehouse remarks upon the fact that the immediate opening of Kongmoon as a treaty port must certainly have the effect of attracting cargo from junks to steamers, the shippers thus being able to send their goods direct to Hongkong or Macao on payment of export duty only, thus escaping further levy at the Lappa or Kowloon Stations. Better prices have been offered at Kongmoon than at Macao with the result that sugar from Liuchow or Yeungkong has been sold at the Treaty port whence it may have been exported in West River steamers. Owing to handsome profits being made in 1902, owners of flatboats, silk worm rears, mulberry growers, etc., were last

year stimulated to greater exertion in the development of this trade, although it is said that several flatboats which were established in Shuntak city and its vicinity did not find a speculative success in 1903. Junk-borne goods have gradually declined in respect to volume, and as the Commissioner of Customs points out in his most interesting report on the Lappa station, there is no lack of evidence that the trade of the south-western prefectures is being drawn away from native junks by an increasing number of steamers which now ply between Hongkong, Macao and Kwangchowwan. There is a possibility, however, of a great fillip being given to the trade of the district by reason of the fact that firms in Hongkong are now engaged in studying the outlook of a district hitherto practically untapped by the foreign merchant. We refer to the important town of Shekhi, situated on the Nemesis Channel some forty miles from Macao, and in the very heart of the richly cultivated district of Heungshan. Midway between Cone Island, at the entrance to the Wangmoon Channel and Kongmoon, on the West River, this extensive city, of some two to three hundred thousand inhabitants, exclusive of a considerable boating population, is by no means so backward as one would be led to imagine from the remoteness of its situation. Indeed, it has been made the home of quite a number of wealthy Chinese who, having spent many years of their life in America, Australia and other countries, have returned to their native land and settled down in this city. The general appearance of Shekhi testifies to the character and stability of its inhabitants. With wide streets and granite pavements the native houses are seen at their best, and although the foreigner may be surprised at the rush and bustle that goes on from early morn till dusk it is a sure indication of the amount of business that is transacted in the course of the twenty-four hours. Situated hard by is a small walled city containing the residences of two mandarins, one, no doubt, being for the prefect and the other the military official. Just beyond are the straggling suburbs where the wealthy have erected some imposing Chinese houses in the midst of picturesque gardens. Built up in the midst of the unrivalled waterways of the Delta there is no reason whatever why the trade in the immediate vicinity should not be taken advantage of and exploited to the greatest extent. Navigation should prove no serious obstacle. There are approaches both from the Canton and West Rivers, the Wangmoon creek leading up from the former and connecting with the Nemesis Channel which runs down to the West River and joins the Broadway flowing into the sea near Macao. It is over this latter channel that most of the shipping now passes, and having regard to the fact that the American gunboat *Callao* has navigated the stream from the Broadway to Wangmoon it is possible for other steamers of shallow draught to get along the waterway and assist in a trade which is capable of very extensive development. The district around is one of the most fertile in Heungshan and enjoys a succession of fruit nearly the whole year through; for not only is there such a variety that is indigenous to the soil, but so many different kinds have been introduced during the last few years from foreign countries that before one tires of one sort of fruit another is ready to succeed it. Junk loads of coolie oranges, persimmons, bananas, lichees and many other varieties are daily being brought down to Macao and shipped to this port, and were it not for the fact that by reason of the prevalence of piracy native craft are compelled to anchor by night, there would be an ample supply of fruit plucked the previous day available for the tables of Hongkong. The difficulty could now be overcome by steam craft bringing their cargoes direct to Hongkong or to Canton—a large consumer—instead of the goods being shipped down to Macao. This, of course, applies equally as well to the many products of the district. With the advent of the railway from Macao to Canton great changes will come to pass, and should the projected line run anywhere near Shekhi the town is sure to come into great prominence. At the foot of undulating slopes, well-wooded with young fir, the native cultivate their mulberry or other fruit trees, while away in the distance, as far as the eye can penetrate, are acres upon acres of paddy fields now giving promise of a most bountiful harvest. The cereal has grown exceptionally high and is ready for the sickle and transportation to the coast and treaty ports. Many small villages are found throughout the district and their inhabitants, if not engaged in a somewhat extensive fishing industry, may be found at work in the fields, or employed in Shekhi itself where concerns for making little wooden clogs, with leather tips, appear to be doing a thriving trade. Practically all the business passes through the central city which has a large number of native banks where transactions of no small nature are carried on from day to day. That the district has not hitherto come prominently to the front is a matter of some surprise, and although, no doubt, the treaty port of Kongmoon, being situated on an important river navigable by vessels

of large tonnage, has attracted much of the trade from the neighbouring district the network of waterways, penetrating almost every corner of Heungshan, affords opportunities for smaller steam craft to engage in what should be a most remunerative business. When foreign influence begins to be felt around Shekhi, the Imperial Maritime Customs may consider the advisability of opening up the city as a treaty port and thus enable a more advantageous tapping to be made of the fruit centre of Kwangtung.

LOCAL AND GENERAL.

A MAIL, despatched from London on the 17th September via New York was received here this morning.

THE October issue of the *China Medical Missionary Journal* gives, as a frontispiece, a view of the hospital of the Medical Society, Canton.

THE *Detroit Free Press* says that unless a globe trotting contest is anticipated, it is difficult to understand how Japan can carry on war with Russia for three years.

OWING to indisposition Mr. H. H. J. Gompertz was unable to preside at his Court this morning, and in consequence all the cases were transferred to Mr. J. H. Kemp's Court.

SAM Dam and Abdul Gani, Indian cooks, from the s.s. *Arratoon Apar*, were fined \$3, or ten days, for being drunk, disorderly and abusive in Ship Street last night. The fines were paid.

A CHINAMAN was on Saturday fined \$500 for illegal possession of uncertificated opium. He applied for a re-hearing and proved he was unaware of there being so much opium on his premises. The fine was reduced to \$75.

THIR public schools in towns on the line of march in Korea have been practically closed for educational purposes and used as barracks for the troops. A similar complaint comes from Hamheng, where the school has been utilised by the Russians for storage purposes.

THE season's drilling of the Fire Brigade opened yesterday with a full turnout under Mr. E. R. Hallifax. All the operations of putting out a fire were successfully gone through at the back of the Ko Sing theatre in Des Vœux Road. These drills will take place twice a week during the winter.

A COOK who was banished in May last, and a coolie banished in July, returned to the Colony on Tuesday. They said they returned because they wanted to make their way to South Africa to work in the mines, as they could not get any work in their own provinces. The cook got six months' hard labour and the coolie twelve months' with six hours in the stocks each.

THERE is some public indignation at Honolulu owing to the fact that the new P.M. steamer *Manchuria*, when she recently arrived on her maiden voyage to the Orient, was unable to enter the harbour, being too deep in the water. The situation is one that has been long foreseen, and local papers all comment on the failure of Congress to provide for harbour dredging.

TWO diminutive, and very impudent-looking Chinese boys, broke into a dwelling house at 28 Two Street, and stole the family's bed clothing. They were caught while trying to make off, and their terrified expressions, and halting statements caused their arrest. Placed before Mr. Kemp they were sentenced to six months' hard labour, six hours in the stocks, and to be given twelve strokes with the birch.

TWO coolies quarrelled over their food last night, and one, raising a wooden plank, banged the other over the head with it. The latter was removed to the Government Civil Hospital, where it was discovered he had a fractured skull, and he was detained for treatment. His assailant decamped, but was captured later, and now lies in durance vile, pending the result of his assault.

AN unfortunate, living at Cross Street, was charged before Mr. Kemp this morning, with being drunk and disorderly in the public street last night. She told His Worship she had not had any food for four days as she was too sick to eat, and she took some brandy which immediately went to her head. She was fined \$1. When arrested she said to the constable "If I am fined \$5 you will lead me the money to pay, won't you?"

THE German steamer *Dagmar*, which left Bangkok for Hongkong on Sunday morning, the *Bangkok Times* of 15th inst. says, collided with the Harbour Master's steamer *Phra Yom* later on the same day, doing considerable damage. The *Phra Yom* is a new boat, launched last year, and was lying at anchor in Koi-si-Chang harbour, when the *Dagmar* entered. By some miscalculation the *Dagmar* ran into the *Phra Yom* striking her abreast of the engine room. The damage is estimated at about 2,000 ticals, but was not of so serious a nature as to prevent the *Phra Yom* making Bangkok in safety. She is now under repair at the Bangkok Dock.

CA. T. Groves has passed the examination for a pilot's certificate.

IN the "Rugger" match yesterday the Club beat the Naval XV. by 16 points to nil.

THERE is some talk in America of building a railroad as an overland rival of the Panama Canal.

THE opening cruise of the Royal Hongkong Yacht Club takes place on Saturday next, while the first Club race is fixed for Sunday.

CHILDREN have been laying on the metals in Italy in order to prevent trains running during a strike. Railway tracks have been torn up near Milan.

It is reported that a Clayton disinfecting and fire extinguishing machine has already been despatched for Hongkong where it is to be used in the harbour.

THE Colonial Secretary informs us that the time-ball will be dropped on Sunday at 23'18" to 1 o'clock and not at 23'18" to 12 (noon) as previously stated.

THE first installation ceremony of the District Grand Lodge of Scottish Freemasonry in Hongkong and South China is announced to take place in the Masonic Hall on the 3rd prox.

THE majority of the streets of Hongkong, just now, present many pitfalls for the unwary, as they are undergoing repairs in queer little patches of three feet by one and a half, and about four inches deep.

THERE is a slump in the Belfast shipbuilding trade, which conjures up a melancholy picture for the winter. It is stated that Messrs. Harland and Wolff have already discharged nearly 6,000 skilled and unskilled workmen, and that business is so bad that the firm contemplates closing the works.

QUEEN Wilhelmina, in the speech from the throne on the 20th ult., said the home industries of the Netherlands were not competing satisfactorily with foreign enterprise and the finances of Dutch India and the Netherlands needed strengthening. Her Majesty also announced the forthcoming introduction of bills providing for old age, pensions and better education.

AT the Civil Summary Court this morning, the Puisne Judge, (Mr. T. Sercombe Smith) presiding, the Nan Hung Tai firm, represented by Mr. O. D. Thomson, sued the Wing Wo firm for the recovery of \$341.55, being balance of the price of goods sold and delivered by the plaintiffs to the defendants. There was no appearance on the part of the defendants, and judgment was entered for plaintiffs for the full amount claimed, with costs.

MR. Herbert Crossland, a prominent member of the Windermere Royal Yachting Club, has been invited by Sir Thomas Lipton to design a yacht to challenge for the America Cup. Mr. Crossland has sent Sir Thomas a design, and it is at present under consideration by Sir Thomas and his experts. Mr. Crossland has been invited to interview Sir Thomas regarding the yacht. He has designed a large number of yachts at Windermere, which have made good performances. In any event, the building of the challenger will not leave the Clyde.

By kind permission of Lt.-Col. Iremonger and Officers, the band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 28th inst. (weather permitting):—
March "Zaza" Kleib.
Overture "Margherita d'Anjou" Meyerbeer.
Selection "All the Girls" Williams.
Pizzicato Solo "Badinage" Danneberg.
Selection "Reminiscences of England" Godfrey.
Valse "Revenue" Follet.
Barcarolle "Characteristique" Costeruo.
God save the King.

A GENERAL meeting of the members of the Kowloon Cricket Club, was called for last night at the Seamen's Institute, Kowloon. Owing to counter-attractions, mainly the fact that the Hongkong Volunteers were in camp at Stonecutters Island, only about a dozen members put in an appearance. The honorary secretary for the time being, Mr. Harold Aosten, was voted to the chair, in the absence of Dr. Swan, after the assembled members had waited nearly an hour. The business to be transacted was actually the appointment of officers-bearers, for the ensuing season, but in face of the small attendance, a resolution to postpone the business till Wednesday next was very properly carried.

"HAPPY RETURNS"

President Roosevelt has to-day attained his forty-seventh birthday. During his comparatively short career, whether as United States Civil Service Commissioner, Assistant Secretary of the Navy, Rough Rider in the Cuban Campaign, or Governor of New York City he has always left a big footprint in every office. When called to the White House by the sudden assassination of President McKinley, he grasped the helm without faltering, and however much his administration has been criticised by former supporters or opponents, the dominion he has established over his party's organisation and policy is admitted to be supreme. His good fortune is proverbial.

THE ZONE TIME

It will be forgotten by but very few in this Colony that on Sunday next we lose 23 minutes and 18 seconds out of our day, and that watches and clocks will need to be altered by that amount of time when the guns boom out. For this reason the Canton and Macao Steamship Companies, running their steamers out of Hongkong, are considering the most practical manner in which to deal with the change, without entirely disorganizing their present time-tables. The first plan which presented itself as feasible was to despatch the steamers at the hour appearing on the time-tables, which would mean that the departures would take place, roughly, half-an-hour earlier. But an important factor militating against this would be the utter impossibility of getting the coolies to understand the new time, and who, with their well-known love of procrastination, going on board at the last moment, would therefore arrive at the wharves after the steamers had departed. The most practicable plan, therefore, seems to be to alter the time-tables, which would have the effect, on paper, of despatching the vessels half an hour later. This would not affect the coolies who do not depend on clocks and watches for their time. This plan, we understand, is now receiving the fullest consideration by the companies concerned. Macao, as is already known, will come into line with Hongkong on this matter of time on Sunday, but it is not yet known whether the same time will also be adopted in Canton. In this connection an officer of one of the steamers interviewed to-day remarked that the only change he could see was that the alteration would make would be to give half an hour's more daylight, for, whereas on Saturday it will be dark at 6 p.m. on Sunday it will not be dark till 6.30 p.m.

LANDLORD AND TENANT.

A QUESTION OF FINES.

For some considerable time past the Sanitary authorities have been summoning the owners of houses in this Colony for having cubicles erected in their premises in such a way as to come within the meaning of the Act for the prevention of nuisances. Where there were previous convictions these men have been fined from \$10 to \$100. In one case that came before Mr. Kemp at the Magistracy this morning, Inspector Abley, of the Sanitary Department, pointed out to His Worship that in the final section of the ordinance the term "owner" was defined as "any person erecting and maintaining a cubicle shall be deemed to be the owner," and thus it was illegal to prosecute the owner of the house, unless he lived in it himself and erected and maintained the cubicles in question, which was but seldom the case. The tenant was the proper person to proceed against. Under these circumstances it would be clear that a large number of refunds of fines hitherto paid by the landlords are due to them, while new suits should be instituted against the tenants who are really the offending parties. In the case heard this morning the tenant's name was substituted for that of the landlord, who was discharged, while the former was fined \$15.

CONCERT AT THE CAMP.

Last night was "guest night" at the Volunteer Camp, on Stonecutters Island, and the principal guest of the evening was H. E. the Governor, Sir Matthew Nathan, who, early in the evening, visited and inspected the camp, where he was received by a guard of honour, and subsequently dined with the officers. A considerable number of Hongkongites went across to the camp to dinner and attended a smoking concert which followed. A very merry evening was passed with songs, speeches, and recitations, and the volunteers gave their guests a real good time. Lieut. G. P. Lammet was in good fettle and contributed several fine selections, as also did Mr. P. W. Goldring. Banjo solos were given by Mr. G. Hays and Mr. H. Lapsley, other songsters of the evening were Messrs. Alcock, Darby, Mitchell and Terrell, accompanied by Lieut. Lammet and Mr. Sheffield alternately. Lieut. M. S. Northcote was very happy in an amusing stump speech, and Mr. J. W. Bains made his debut as a reciter. The singing of "God save the King" was the signal for a general stampede for the returning launches, the guests voting their gallant hosts "good fellows."

THE WEATHER.

The following report is from Mr. J. J. Plummer, Chief Assistant of the Hongkong Observatory:—
On the 27th at 11.30 a.m. The changes in distribution of atmospheric pressure are unimportant; the anti-cyclone over N. China and the depression eastward of the Southern Philippines remain.
Fresh NE. monsoon will be experienced in the Formosa Channel and the northern part of the China Sea.
Forecast.—Fresh E. to NE. winds, fine.

SHIPPING AND MAILS.

MAILS DUE.

American (*Gaith*) 26th inst.
Indian (*Gregory Apar*) 21st inst.
American (*Siberia*) 4th prox.
Indian (*Lahore*) 7th prox.
American (*Manila*) 10th prox.
The s.s. *Richmond Castle* left New York on 23rd inst.
The Imperial German Mail s.s. *Bayern*, which left here on 28th ult., has arrived at Genoa on Wednesday at 7 a.m.
The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 7.30 a.m. on 26th inst., and left again at 2 p.m. same day for Yokohama where she is due to arrive at 4 a.m. on 27th inst.

TELEGRAMS.

(Reuter's.)

The North Sea Outrage.

LONDON, 25th October.
Count Beckendorff has arrived in London from Germany. On his arrival at the station a small crowd, which had collected, hooted him and a youth attempted to break the windows of the carriage.

Universal indignation is expressed in the foreign press concerning the outrage. The German papers describe the Baltic fleet as a disgrace and a danger and says, if it ever arrives in Japanese waters, the ships will be sent to the bottom like paper boats.

Mr. Balfour has replied to an appeal from the Mayor of Hull for strong measures, that he may have full confidence in the action of the Government. The indignation in the country is most intense. The associations of trawlers and owners at various ports have sent strongly worded protests to the Foreign Office.

LATER.

Lord Lansdowne's Demands.

Lord Lansdowne has demanded due apologies, compensation to the sufferers, a prompt inquiry, and the punishment of those responsible for the outrage, in the North Sea. The Tsar has telegraphed to the King expressing his deep regret.

THE HONGKONG CRICKET LEAGUE.

A CUP OFFERED.

Mr. George Hoggarth, chief excise officer to the Opium Farmer, has come forward with the offer of a cup, to be presented to the batsman who makes the best average in the league matches this season. This should produce an extra incentive to enthusiasm in the league matches this year, and give an opportunity for another enthusiast to come forward with a similar offer for the best bowling analysis of the coming season.

CRICKET.

The secretary of the H.K.C.C. informs us that the following teams have been selected for Saturday next, and those players unable to take part in the game are asked to notify the Secretary.

R. HANCOCK'S XII.

Messrs. R. Hancock, H. Hancock, P. W. Heath (110th Mahattas), W. T. Lumsden, R.A., T. Sercombe Smith, A. G. Ward, J. O. Airy (114th Mahattas), R. E. O. Bird, T. E. Pearce, J. T. Dixon, Walter Dixon, Major Chichester.

MR. MACKENZIE'S TEAM.

Messrs. A. Mackenzie, Horsey, R.N., Capt. J. Ivis, R.M.A., Col. Mosse, Lt. J. S. Harvey, R.A.M.C., Messrs. C. M. G. Burnie, W. Daniel, C. H. Mackay, H. D. C. Bailey, A. O. Lang, J. Clark, W. W. G. Ross, J. Hooper, Edwards, Butcher, Hon. Dr. Atkinson, Eng. Lt. de Paris, R.N.

Mr. Mackenzie's team bats first and eleven men only are to field at one time.

MORE ABOUT THE CASE AT SHAMIAN.

A few days ago Taotai Wen Tsung Yao went to Shamien, Canton, in connection with the hearing of the case in which a comrade Ho Tai Yen was thrown into the water and drowned. After severely blaming the guards under the command of Yang, for failing to afford adequate protection, the Taotai proceeded to inquire why the murderer was not arrested at that moment and declared that hereafter as regards the parties concerned in any disturbance at Shamien, foreigners should be sent to their respective Consuls, and Chinese to the local authorities, to be dealt with. He also inquired from a native piece-goods shop, whose inmates, living so near the spot, must have witnessed the whole affair and therefore known the circumstances attending the death of the comrade. But the shop-people denied having any knowledge of the affair for fear of getting into needless trouble, and refused to come forth as witnesses. It is learned that the Commercial Bureau has received in response to a petition previously sent by it a message from the Viceroy's Yamen, the Chinese guards at Shamien, whose duty it is to maintain peace and order in the event of disturbances between Chinese and Foreigners and since the present case might have been avoided if they had taken the necessary steps the Commander Yang has been ordered to receive three demerits, and the guards under him to be severely dealt with after investigation has been made. —Eastern Times.

FROM HONGKONG TO BANGKOK.

A FOUR MONTHS' VOYAGE.

The Bangkok Times, of 13th inst., reports that the Norwegian barque *Oli*, bound from Hongkong to Bangkok in ballast under charter for a cargo of rice, has evidently been making bad weather of the north-east monsoon. The *Oli* Tanglin passed her in the Gulf on Friday morning at 6 o'clock. The first officer of the barque put off in a boat and came alongside the *Tanglin*. He said they were 110 days out from Hongkong, and were trying to make Bangkok. They were short of food, there being practically only one bag of rice left. And they had five men down with beriberi. He added that he was afraid they had lost the charter by exceeding the time allowed. The *Tanglin* offered to tow her, but this was refused. Stores, however, were passed down into the boat, which returned to the barque and the *Tanglin* resumed her voyage. The *Oli* arrived in Bangkok to-day.

THE WAR.

INSIDE PORT ARTHUR.

The heroic and prolonged resistance of fifteen or twenty thousand Russians to about five times their number, promises to make the siege of Port Arthur one of the most memorable episodes of the kind in modern military annals. The pro-Japanese press of western Europe confesses its admiration and surprise. London experts are disposed to admit that if the place does not fall within a few days they must have underestimated both the strength of the fortress and the prowess of the Russians in withstanding the gallantry of the Japanese. At the same time little weight seems to be attached to the evidence of the American naval attaché who spent three months in Port Arthur and who, upon taking his departure recently, said the place might hold out "longer than is thought." This American, it is suspected, was not permitted to investigate matters too closely.

The Russian forces inside Port Arthur at present, according to the *Militär Wochenblatt* (Berlin), organ of the German general staff, comprise four batteries of artillery, one company of sappers, one company of miners, a telegraph corps and some regiment from which the gun crews are formed. These forces are all under General Smirnov, commandant of the fortress proper. Besides these, are two divisions of East Siberian troops, and strong detachments from different artillery regiments. The higher officers at Port Arthur include General Fok, General Konradenko, and General Gorbatofski, the last named having especially distinguished himself in the recapture of forts lost to the Japanese. In supreme command is, of course, General Stoessel, his chief of staff being General Rosnatoski, regarded as an expert in the defence of fortified places. The troops have at their disposal some 27,000 sabres and guns, with 56 pieces of heavy ordnance. The Berlin military organ does not estimate the present effective strength of the garrison after deductions for killed, wounded, and sick.

The food supplies, according to information reaching the *Paris Temps*, continue ample, although the London *Mail* has a totally different impression. The Japanese, says the *French daily*, have grown weary of vain assaults upon the hill fort known as Etesshan or Itsushan. They have therefore undertaken to capture Keckwan or Kikwang, and it is understood that some very desperate fighting impends—may, indeed, have taken place. Whatever be the result, the unanticipated delay in the fall of Port Arthur has already served the ends of the Russians, thinks Captain Mahan, who writes in *The National Review* (London):

"Port Arthur has meant, and still means delay, the great need of all defence, but especially of that particular defensive which requires time to organise resources incontestably superior. Whether it avails finally has yet to be shown in the result; but in the process its influence is steadily visible, with a clearness to which even success can scarcely add demonstration. It imposed upon the Japanese at once two objectives, two points of the utmost importance, between which they must choose, whether to concentrate upon one or divide between the two; and at a moment of general numerical inferiority, it retained, in the fortifications of the place, a passive strength, which is always equivalent to a certain number of men, the number, namely, by which the besiegers must outnumber the besieged. These divergent objects were Port Arthur and the discomfiture of the northern Russian army, necessary to assure the Japanese the control of Korea and the release of Manchuria, the professed motives of the war.

"That the Japanese leaders realized and gravely appreciated the dilemma may be confidently inferred from their action immediately after their first prompt and judicious steps had secured for them the control of the sea, in degree sufficient for military transportation. The frequent desperate attempts to seal the mouth of the harbour aimed in effect to destroy the military value of the place; for it has none other than as a seaport containing an effective squadron. Closed to ingress or egress, there would have remained but one position to assume; that is, between the two hostile corps. Having failed in their efforts, and unable decisively to injure the Russian fleet as an efficient entity, the port remains essentially untouched, and either must be taken, or, if neglected, remains a naval potentiality of evil omen to their cause. It can be neutralized only by a naval blockade, a temporary measure which, accident, or weather, or some fortuitous unexpected disaster—such as the sinking of the *Hatsue*—may cripple or remove. Doubt, amounting to derision, has been expressed as to the Baltic fleet going to the Far East. I have been myself too far away from sources of information to know how far it was possible for that fleet to start, or in what force; but I have always believed that, if properly equipped to start, it was perfectly feasible for it—so far as coaling was involved—to proceed to the scene during the summer weather, and this season has been peculiarly propitious. Had it so done, and the Port Arthur fleet been as far restored as it has given demonstration of being, its enemy would have found on the sea, as on land, two divergent objects, two mobile opponents, unitedly very superior to himself, co-operation between which, or even junction, would have been difficult to prevent."

From all this the military expert of the London *Times* dissents. Port Arthur, he thinks, has not, by its long resistance, upset the calculations of the Japanese or embarrassed their land campaign. They were prepared beforehand for much that is surprising the world. However, the *Novoye Vremya* (St. Petersburg), in the course of some comparisons between the siege of Sebastopol, which lasted nearly a year, and the siege of Port Arthur, remarks that the latter "can have very little influence upon the progress of the war." The *St. Petersburg Zeitung* notes that Sebastopol was never wholly invested, being left free to receive supplies from the land side. Port Arthur, on the contrary, has been quite cut off from the rest of the world. —Translation made for *The Literary Digest*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., Major General Villiers Hutton, (General Officer Commanding), Hon. F. H. May, C.M.G., (Colonial Secretary), Hon. L. A. M. Johnston (Colonial Treasurer), Hon. Capt. L. A. Barnes-Lawrence, R.N. (Harbour Master), Hon. P. N. A. Jones, (Director of Public Works), Hon. A. W. Brewin (Registrar-General), Hon. E. H. Sharp, K.C., (Attorney General), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Gershom Stewart, Hon. W. J. Gresson, Hon. Wei Yuk, Hon. R. Shewan, and Mr. S. B. C. Ross (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

THE HON. SHEWAN AND TREE CUTTING.

The Hon. R. Shewan gave notice of the following questions:—How has the contract for felling trees and carrying away the wood been let? Is it for a lump sum or per picul? If by the picul is the weight being supervised and checked, and if so by whom? Why were not public tenders invited for it? Will the Government not take steps to prevent the coolies carrying on this work from desecrating the cemeteries and working there on Sundays?

SUGAR.

The Hon. Attorney General moved the second reading of a Bill entitled An Ordinance to give effect to Article VIII of the Brussels Sugar Convention, 1902.

THE HON. COLONIAL SECRETARY SECONDED.

H.E. The Governor said: In the year 1902, a convention was made by the representatives of most of the European Powers for which the object was the restriction of bounty-fed sugar. This Colony is not itself a party to the convention nor could it become one without imposing the obligation in bond under the observation night and day of revenue officers and without incurring some other inconveniences. But the advantage of having its sugar admitted into the countries which adhere to the convention at the lowest rate, of import duty, is secured to the Colony provided in the first instance that no bounty is given by the Colony, and provided secondly that the Colony takes the necessary steps to prevent sugar which comes from bounty-fed countries without making it perfectly clear that such sugar has received bounty. Of course Hongkong does not give any bounties on sugar, and as regards the second proviso the Imperial Government has undertaken that it shall be fulfilled. This undertaking may be given effect to in two ways. First of all sugar might be refined in bond. Sugar refined from bounty-fed countries might be always kept separate from sugar refined in countries not giving bounties, and an official certificate be given to every package of sugar made from bounty-fed material that was imported to a country which adhered to the convention. This method would be very inconvenient, and also there would be involved risk of sugar refined in this Colony being excluded from the countries adhering to the convention. The second method is the one embodied in the Bill before you. It is not considered that it produces any real inconvenience, as practically no bounty-fed sugar at present reaches the Colony. Further, it assists the object of the Convention on which His Majesty's Government have laid stress, viz., the doing away with the bounty-feeding of sugar.

This resolution was agreed to after consideration in Committee.

The Bill was then read a third time and eventually passed.

The Hon. Attorney General moved the second reading of a Bill entitled An Ordinance to amend the Imbecile Persons Introduction Ordinance, 1903.

IMBECILES.

The Hon. Attorney General said the amendment to the principal Ordinance was three-fold as shown in the objects and reasons attached to the Bill. The first purpose was to remove any doubt as to whether the principal Ordinance applied to natives of Hongkong which he did not think could be reasonably applied. The second purpose was to exclude Chinese from the operation of the principal Ordinance. The Chinese themselves had not created any difficulty, whilst they had a very satisfactory system for dealing with their cases. The third purpose was purely formal, namely, to avoid any possible conflict with the China and Japan Order in Council of 1895; for they were obliged to receive British subjects from China, who might be deported and declared imbecile. For these three purposes, this amending Bill was designed and he begged to move the second reading.

The Hon. Colonial Secretary seconded, and the Council resolved itself into Committee to consider the Bill clause by clause.

Hon. Shewan objected and the passing of the measure was postponed.

CHURCH WORK.

The Hon. Attorney General moved the second reading of a Bill entitled An Ordinance to enable "The Trustees of Saint John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China.

The Hon. Attorney General said that the occasion of this measure was that there was in effect no local body possessing the general power of going into the property of the Church of England, and the need for such a body appeared to have been felt for some time. There was already considerable property within the diocese belonging to the Church of England, or devoted to the use of the Church of England, and at the present time such property was vested in private individuals, a system regarded as most unsatisfactory. It was therefore proposed that a body should be constituted—a permanent, corporate body in which such property could be vested. It was now vested in the trustees of the Church Body and this Body had expressed a

desire and willingness to have its powers enlarged as was contemplated in that Bill. The purpose of the Bill was to give the Church Body the right to acquire any property it might desire for the use of the Church of England. The Ordinance would not mean the handing over of any property to the Church Body. It would merely enable the Church Body to acquire any property it might desire.

THE HON. COLONIAL SECRETARY SECONDED.

The Council went into Committee to consider the clauses, and the Hon. R. Shewan again objected to the passing of the measure denying the right of the Council to legislate in respect of property in China.

The further progress of the Bill was postponed. The Council adjourned until Thursday next, at 3 p.m.

BLUSHES FOR HIS COUNTRY.

REMARKABLE LETTER FROM A RUSSIAN OFFICER.

The following extract from the letter of a Russian staff officer at the front, addressed to a journalist who has distinguished himself by his Chauvinistic articles in a St. Petersburg journal, appeared in a recent number of the *Osvobodnitsa*, the organ of the Liberal Opposition, published at Stuttgart, and requires no comment.

If our official sources of information are occasionally compelled, for political reasons, to observe silence, we can all understand the reason. We can all understand why nothing was maintained as to the loss of nearly 8,000 men at Wafang-kau, (Telissu), and also as to the loss by one regiment of its colours, that sacred object of military honour.

We can all understand why nothing was said as to our hasty retreat before an enemy only equal in numbers. But what we cannot understand is the effort made by journalists to keep the public in an optimistic frame of mind, to distort facts as much as possible, and to write of that of which they know nothing. If you will read attentively the official report you will see that on June 14 the enemy had only two incomplete divisions, while we had two and a half. Moreover, with us a regiment consists of four battalions, save in the East Siberian, which have three. We had also two brigades of artillery; that is, ninety-six guns, besides a Cossack horse battery with nine guns (sic), the Primorsky Dragoons, and two regiments of Cossacks.

Our force, as you see, was not a small one. To the assistance of the Japanese came a division—the staff report says a brigade—of infantry with two or three batteries, while three regiments were sent to us by rail. But you talk of this as our heroic battle with an antagonist three times our strength! We have always known how to die (with some exceptions) but this does not mean that an enemy so rare from a military point of view as the Japanese is not to be feared or deserves the contempt which our custom is to shower upon this civilised nation. I have a right to speak, as I have spent a considerable time in Japan, and I tell you frankly that I often blushed for my country when I compared many things there and here.

An enemy so dangerous, whether as regards persistence, readiness for war, or moral strength, Russia has never met. Japan is a dangerous enemy for this reason. Our soldier, unfortunately, despite valour and resignation, is inferior to the Japanese soldier in discipline, and—what is still more important—fights with indifference, under compulsion. For the Japanese this is a war for an idea which penetrates all without exception, from the Minister to the husbandman. Here you have the reason for such incidents as occurred at Chongchu—you are probably unaware of this—where the Cossacks refused to charge, and as a result we lost three officers. It is from this fact, and not from the colour of the uniforms, which, ever since Kuropatkin's arrival, have been undistinguishable from those of the men, that the true reason is to be found for the large percentage of losses among the officers.

Our Trans-Baikal and Siberian Cossacks are our weak point. In consequence of their loose behaviour and want of preparation for active service they are of little use to us. The army awaits with impatience the arrival of the Fifty-first and Forty-ninth (Fifty-second) Dragoons. It is hoped that they will help to place the scouting on a proper footing.

Our officers, as a whole—especially those trained in the Junker schools—are undoubtedly inferior to those of the Japanese as regards professional training. The majority, it is needless to say, go under fire not for the sake of an idea (the only idea that could have any force with us would be self-interest), but for the sake of tradition or for distinction. But they do not consciously die for their country's sake, for its good, because it is evident, upon anything like an attentive consideration of the matter, that we are in the wrong. If you only know what we did during the Chinese campaign! One's heart bleeds. It is not without reason that the Chinese stand openly on the side of the Japanese, their ancient enemies.

We have the greater chances of victory, but the guarantee of these chances lies in the Baltic squadron alone for we cannot secure victory now by mere weight of numbers (on land), and still less in the future. Do you really assume that the Japanese have only thirteen divisions in their army, besides reserves? Are they really so naive as not to have increased this force during the last few years?

Given equal numbers on equal sides, there is, on our part, on the staff at any rate—no hope of absolute and indisputable victory after the refusal of the Twenty-second regiment to attack at Tuiencheng and after the terrible havoc wrought by the Japanese artillery, at Wafangkau.

Russia considers herself a great nation. Every great nation, in the person of its representatives the organs of the press, should comport itself with dignity, should feel respect for a worthy foe, should not conceal its own mistakes, and should not indulge in barefaced self-laudation. —The Times.

MANUFACTURE OF SMOKELESS POWDER.

While Mow Taotai was Director of the Kiangnan Arsenal a student of the Industrial School successfully learned the German process of manufacturing smokeless powder, a sample of which was presented to the Taotai for inspection; and it was found that the powder was far superior to that turned out by the Arsenal in many respects, especially regarding the rapidity of the process. The Taotai gave the student Tis. 100 in token of his appreciation and as a means of encouragement. Unfortunately, he had to leave the Arsenal shortly afterwards. The matter, however, has come under the knowledge of his successor, Wei Taotai, who has ordered the same student to make another sample of the powder with a view to manufacturing it on large scale. —Sin Wan-pao.

THE CHETTYS OF SINGAPORE.

(From an Indian Contributor.)

The Chettys (pronounced as Chittys in Singapore), who reign so predominantly over the native trade of Singapore, are Sudras by caste and observe Hinduism. The Chinese and Englishmen in Singapore seem to think that they are Brahmins, but that impression is erroneous. Though they appear to be Brahmins in many respects, yet the fact that they do not wear the sacred thread about their body is sufficient to indicate to any person conversant with Hindu sects that their real caste is not Brahmin. Some of them only are strictly vegetarians. They belong to the sub-sect Saiva, worship the god Siva and wear the so-called holy ashes on their forehead as caste marks.

These Chettys belong originally to a place called Devakottah, in Madura District, India. Originally they limited their sphere of trade to money-lending within their native district. By degrees, they have begun to trade in various lines, chiefly in piece-goods, and are also emigrating to several parts of the world.

In their native district, they strictly obey the Headman in all matters affecting either trade or religion. If a stranger goes to a Chetty's place and asks for some help, he will be referred to the Headman; and if the latter signs a bill for a Rupee, all others will go in without any hesitation whatever.

In former days, they were very orthodox in their customs and manners. But now, a few of them only have adapted themselves to the times, while the major portion remain in the same old fashion. Some of their orthodox ways of doing things may be mentioned here. They will not wear coats, trousers or boots as these Hindus do. They always prefer white clothing and hate colours. They generally go bald-headed to public offices etc. They always cling to the profession followed by their respective ancestors from time immemorial, and will not adopt other vocations if they can avoid so doing. The richest Chetty will not give even an elementary English education to his children. The children are taught to keep accounts and correspondence in Tamil, and as soon as they gain some knowledge of these branches of knowledge they are placed as apprentices in big Chetty's firms for some time, and finally sent to different parts of the world as assistants. They will never keep their men in the service of people of other castes. In fact, you can't find a Chetty in a Government or private office in the whole world! The Chettys, when going abroad for purposes of trade, do not take their wives also, but only take a male cook with them. As a rule they get married very late in life—generally after returning from their long sojourns in foreign parts. The Chetty females are mostly uneducated and, therefore, uncivilized. Female education is a thing treated with contempt and hated by the Chettys.

Some of their modern ways of doing things may also be mentioned. The Chettys in India and elsewhere have begun to acquire lands, which designates them as Zemindars, meaning landed proprietors. The major portion of the lands owned by the late Raja of Ramnad have gone into the hands of Chettys. There are also many Chetty Municipal Councillors and District Board Members in India. While there are many Chettys who think twice before spending a pie from their pockets, there are also some who make ducks and drakes of their money in marriages, going to theatres, etc. Though they are very orthodox in many respects, they don't think it against their caste to cross the seas. Probably they want to abide by the saying of the old Tamil poetess, "Seek wealth, though by crossing the sea."

They set apart a certain percentage of their profits for charitable purposes, such as giving free meals to the poor and building or repairing temples. Had it not been for the exceptions of these Chettys the Hindu temples in India and elsewhere would have gone to the ground.

The only cry against them is that they take exorbitant interest. They have no fixed rates of interest as in the case of many well-regulated banks. The interest varies from 12 per cent. to 24 per cent, according to the urgency of the borrower. They require loans to be returned by monthly instalments and the interest for the whole period is previously deducted. In former days, they gave loans on personal securities. But now they insist upon taking jewels, houses or lands as securities. A Government official can very easily get a loan from a Chetty. If, after the expiration of the time, the loans are not returned, they will not as a rule take the matter into the Courts all at once, but will try to recover it by all proper and possible means. As they are getting monthly payments from debtors, they are able to have always large funds on hand to lend at any moment. Most of the Chettys in Singapore and elsewhere are not the proprietors themselves. They are only paid agents and send their confidential diaries to their employers at headquarters. It would seem from experience in these parts that spendthrift people of all races resident in the East cannot help finding their way to the Chettys. —Straits Times.

SMUGGLING ARMS.

CULPRITS FINED \$250 EACH.

At nine o'clock last night, Chinese constable No. 356, of the water police, when patrolling the harbour, saw a small sampan containing three men moving from Hung-hom towards Lyeemoon. As the craft had no lights burning he stopped it, and on making an examination discovered, lying on the bottom of the boat, under some rags, twelve muskets, of German make, which they were evidently attempting to smuggle across out of this Colony into Chinese territory. The men were arrested and placed before Mr. Kemp this morning. The first man said he had been hired to carry the muskets to Lyeemoon, but he did not know anything about the man who hired him, or where he was to be found. The second and third said they were *foks* of the first defendant, and did not know anything about the matter. Inspector Langley, who was in charge of the case, asked for the full penalty, as he believed there was a good deal of this smuggling going on. His Worship gave them the limit, and fined them \$250 each or two months' imprisonment.

To-day's Advertisements.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. THE Company's Steamship

"PALAMCOTTA."

Captain E. H. Garland, will be despatched as above, on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 27th October, 1904. [1165]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 27th October, 1904. [1166]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour—

KIRKLEE, British steamer, Captain W. J. Dermody.—Dodwell & Co., Ltd., Agents.

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

H. R. H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"YANGTSE"	27th October.
GLASGOW AND LIVERPOOL	"DARDANUS"	1st November.
GLASGOW AND LIVERPOOL	"JASON"	11th November.

S.S. "YANGTSE" left Singapore for this port on the 22nd inst., and is due on the 27th.
S.S. "DARDANUS" left Singapore at daylight to-day, and is expected here
at daylight on the 1st proximo.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES AND LONDON	"JULYSES"	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	12th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
* GENOA, MARSEILLES & LPOOL	"AGAMEMNON"	22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	1st November.

For Freight apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, CHEFOO AND NEWCHANG	"WUHU"	28th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"PAKHOT"	28th "
KOBE	"TAIYUAN"	29th "
MANILA	"TSINAN"	29th "
SHANGHAI	"TAMING"	1st November.
NINGPO AND SHANGHAI	"OHANGHOU"	2nd "
SWATOW AND TIENTSIN	"WHAMPOA"	3rd "
	"KANSU"	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th Oct., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 5th Nov., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	November 19th, 1904.
"ARAGONIA"	5,108	Schuldt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, ON EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
"Perseverance" wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

"Return" "3.00," "5.00

Tiffin and Dinner may be had on Board

at \$1 each meal.

YUK ON & CO., LD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.50 for Single Journey,

2nd ".....1.50 " " "

Meals.....1.00 each.

The steamer's wharf is at the Western end

of Wing Lok Street.

YUK ON S.S. Co., LD.,

No. 215, Wing Lok Street,

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [319]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every

Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock

Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West

Hongkong, 17th February, 1904. [178]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 7.30 A.M. and on Sun-

days at 8.30 A.M. Departs from Macao on Week

Days about 2 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates: 1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single, 30

cents, Return, 50 cents; Steerage, 10 cents.

TIPPIN and DINNER can be supplied

either on Board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of \$1.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3

extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday), on pro-

duction of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 19th October, 1904. [197]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG

1904. About

"ST. HUGO".....25th November.

"SHIMOSA".....18th December.

For Freight and further information, apply

to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 21st October, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 60 pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.,

Hongkong, 10th January, 1905. [178]

Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD"

of the NORDDEUTSCHER LOYD,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 11 A.M.,

TO-MORROW MORNING.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 1st of November, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, the 1st November,

at 9.30 A.M.

All Claims must reach us before the 7th

November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LOYD.

MELCHERS & Co.,

Agents.

Hongkong, 25th October, 1904.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA,"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M., TO-DAY.

Goods not cleared by the 1st proximo, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees'

and the Company's representative at an

appointed hour.

All claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No claims will be admitted after the goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 26th October, 1904. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Macedonia."

From Persian Gulf, ex B.I.S.N. and B. & P.

S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 28th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees'

and the Company's representative at an ap-

pointed hour.

All claims must be presented within ten days

of the steamer's arrival here after which date

they cannot be recognised.

No claims will be admitted after the Goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 21st October, 1904. [14]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after the 28th

inst. at 4 P.M., will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

Continuation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement when
any effective style of type will be adopted.
This standard runs exactly eight lines in the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road.

H.K. 1000

For Sale.

FOR SALE.

**INCANDESCENT
GASOLINE
LAMPS**
OF ALL DESCRIPTIONS,
from the best makers.
**INCANDESCENT
MANTLES.**
CHIMNEYS.
GLOBES,
SHADES, &c.
for
**GASOLINE AND GAS
LAMPS**
at the most moderate
prices.
Lamps fixed up for
buyers free of charge.
Napkins of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,
Hongkong, 2nd May, 1904.

**SAVARESS'S
SANDAL
CAPSULES**

Efficient because absolutely pure
English Oil. Not made of vegetable
Full directions. All Chemists.

**CURES
MEN & WOMEN**

BIG is a non-poisonous
remedy for all venereal
disorders and inflammation
of the urinary tract. It is
guaranteed not to irritate
the system. It is the only
remedy that cures.

PREPARED BY
THE SAVARESS CHEMICAL CO.,
SINGAPORE.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Shipping.

ARRIVALS.

Thiuan, Br. s.s., 1,460, L. Dawson, 26th Oct.,
Yokohama and Kobe 20th Oct., Gen.—
B. & S.
Lyra, Am. s.s., 3,516, G. V. Williams, 26th
Oct., Manila, P.I. Oct., Gen.—D. & Co.,
Ld.
Kirkce, Br. s.s., 2,275, W. J. Dermody, 26th
Oct., Cardiff 10th Sept., Coal.—Admiralty.
Kobachang, Br. s.s., 1,292, C. Gosewich,
26th Oct., Bangkok 10th Oct., Rice and
Wood.—B. & S.
Palamotta, Br. s.s., 2,208, E. H. Garland, 27th
Oct., Calcutta 30th Sept., Gen.—J. M. &
Co.
Barotse, Br. s.s., 2,610, A. Lee, 27th Oct.,
Shanghai and Fochow 25th Oct., Gen.—
N. V. K.
Talaiban, Br. s.s., 1,121, A. Jones, 27th Oct.,
—Saigon 22nd Oct., Rice and Meal.—B. &
Co.
Courtfield, Br. s.s., 2,374, W. Martin, 27th Oct.,
—Chin-wan-tao 21st Oct., Ballast.—G. L.
& Co.
Pollux, Nor. s.s., 770, C. Srensen, 27th Oct.,
—Shanghai 22nd Oct., Ballast.—Ord.

Clearances at the Harbour Office.
San Cheong, for Canton.
Chan On, for West River.
Hoi Hong, for West River.
Fok Hong, for West River.
Fung Hong, for Canton.
Kowloon, for Canton.
Kowloon, for Canton.
Wuhu, for Swatow.
Pakhoi, for Chefoo.
Kumang, for Singapore.
Wingchai, for Macao.

Passengers arrived.
Per *Palmotta*, from Calcutta—484 Chinese.
Per *Taiyuan*, from Japan—Mrs. Bunney,
Misses K. and C. Bunney, Gillesby, Col. Bunney,
and Mr. Dyer.
Per *Prins Regent Luitpold*, for Hongkong
from Bremen—Mr. Franz Hortum.
From Southampton—Mr. W. R. Myers, Capt. W. E.
Clarke and family, Mr. A. Piercy, Dr. Mabel
Poulter, Miss Lillian Ashdown, Miss Lillian
Ashdown, Mrs. Powell, and Miss M. Tytler.
From Gibraltar—Mr. M. de Trieste.
From Genoa—Messrs. G. L. Brighton, A. and E.
David, A. Rana and family, F. Nicolai, Pardi
Pardi and family, Mr. and Mrs. Wheeler and
child, Mr. T. C. Thompson, Miss E. Scipion,
Rev. J. W. Wright, Messrs. F. W. W. Scipion,
Pechow and family, H. S. From Singapore.
Messrs. Fred. Ruchwald, Steele-Borova, Rev.
Brothers Gabriel and Michael, and Miss Ome-
ran. For Shanghai from Bremen—Mrs. K.
Liebe and infant, Mrs. Addie Hering, Mrs. M.
Bolter and children, Mr. P. Meins, Mrs. Han-
son and children. From Southampton—Mrs.
W. Wood and child, Mrs. Innocent and
children, Mrs. Crompton, Mr. and Mrs. D.
Cranston, Mrs. Teresa Mullen and infant, Mrs.
J. B. Barclay and children, Mr. and Mrs. A. T.
Adams, Messrs. P. Williams, A. Bonney, S.
Hicks, R. Richards, Misses Loveless, M.
Herman, A. Rehnberg, E. C. Douglas, H.
Scoville, C. Cole, L. Clark, R. Allen,
R. Daring, C. Hacking, H. Bance,
F. Hancock, Messrs. C. M. Watson, Henry
Cangie, Burton and family, and H. T. Mar-
Elliott. From Genoa—Mr. J. H. Ritsow,
Assessor G. Gruver, Mrs. Heyne, Messrs. A.

Passengers departed.
Per *Prins Regent Luitpold*, for Shanghai—
Messrs. J. Wait Jameson, K. Weibel, C. W.
Smith, Teo Chung Eng, L. Knox, Capt. Kent,
I. Klopfer, Giebe, W. Deam, J. Parkes, Osorio,
A. F. Caldas, Schulte, Kracke, F. Monti,
Members of Follard Opera Co., Miss G. Fink,
and Mr. and Mrs. Hermann. For Nagasaki—
Mr. and Mrs. Arai, Messrs. Kobi, Nishida, and
Fiezeawa. For Kobe—Messrs. Korjee, Nana-
bhai, Y. Kenoshtio, K. Goto and Katsamota.
For Yokohama—Misses Pereira.

Shipping Report.
Str. *Taitshan* from Saigon—Moderate to
fresh wind (veering from N. to E.) occasional
rain squalls, moderate to high sea.
Str. *Courtfield* from Chinwangtao—Light
variable winds to Turbidity, fresh monsoon
and rain later, clear weather throughout.

Vessels in Port.

STEAMERS.

Agincourt, Br. s.s., 2,876, J. E. Watson, 3rd
Oct., Hainan 1st Oct., Sand and Water.
—Order.
Arratoon Apar, Br. s.s., 2,931, E. Fay, 26th
Oct., Calcutta 9th Oct., Penang and
Singapore 21st Oct., Gen.—D. S. & Co., Ld.
Banca, Br. s.s., 3,794, J. B. Ferguson, 26th
Oct., London 3rd Sept., Gen.—P. & O.
S. N. Co.
Bawtry, Br. s.s., 1,542, Shotton, 22nd Oct.,
Labuan (Borneo) 15th Oct., Coals.—Order.
Belgian King, Br. s.s., 2,153, Hayton, 22nd
Oct., Kutchinotzu 16th Oct., Coals.—D.
& Co., Ld.
Binh Thuan, Fr. s.s., 983, Ribault, 15th Oct.,
Samarang 29th Sept., Sugar.—B. & Co.
Eliaboth Rickmers, Ger. s.s., 997, G. Göttsche,
23rd Oct., Bangkok 16th Oct., Rice.—M.
& Co.
Empress of India, Br. s.s., 3,032, R. Archibald,
R.N.R., 26th Oct., Vancouver, (B.C.) 3rd
Oct., and Shanghai 23rd, Mails and Gen.
—P. & O.
Germania, Ger. s.s., 1,714, J. Bruhn, 20th Oct.,
—Molli 16th Oct., Coals.—J. & Co.
Haimun, Br. s.s., 616, A. Robson, 26th Oct.,
Swatow 25th Oct., Gen.—D. L. & Co.
Hinsang, Br. s.s., 1,536, W. E. Saveri, 24th
Oct., Sourabaya 13th Oct., Sugar.—J. M.
& Co.
Korea, Am. s.s., 5,651, Wm. B. Seabury, 23rd
Oct., San Francisco via Japan Ports and
Manila 22nd Sept., Mails and Gen.—P. M.
S. Co.
Lady Mitchell, Br. s.s., 780, Frampton, 24th
Oct., Saigon 19th Oct., Rice and Flour—
Chinese.
Legazpi, Am. s.s., 563, D. Yribar, 24th Oct.,
Manila 21st Oct., Gen.—Barretto & Co.
Lilia, Br. s.s., 1,834, E. Morris, 28th Sept.,
Saigon 23rd Sept., Gen.—Yeng Seng & Co.
M. Struve, Ger. s.s., 966, P. Brandt, 26th Oct.,
—Tamsui 23rd Oct., Amoy 24th, and
Swatow 25th, Gen.—C. S. K.
M. S. Dollar, Br. s.s., 2,674, A. Gow, 26th Oct.,
Kutchinotzu 21st Oct., Gen.—A. K. &
Co.
Onsang, Br. s.s., 1,787, J. T. Davies, 23rd Oct.,
—Molli 17th Oct., Coals.—J. M. & Co.
Oscar II, Nor. s.s., 2,200, R. Olsen, 26th Oct.,
—Molli 20th Oct., Coals.—M. K.
Pakhoi, Br. s.s., 1,229, K. E. Tuebbin, 20th
Oct., Saigon 15th Oct., Rice and Rice-
meal.—B. & S.
Petrarch, Ger. s.s., 1,252, C. Ahrens, 26th
Oct., Saigon 21st Oct., Rice—Chinese.
Sikh, Br. s.s., 3,216, J. Rowley, 23rd Oct.,
Yokohama 7th Oct., Ballast.—D. & Co.,
Ld.
Sofala, Br. s.s., 2,260, Shepherd, 22nd Oct.,
—Molli 16th Oct., Ballast.—J. M. & Co.
Tartar, Br. s.s., 2,768, F. W. Evans, 18th Oct.,
—Vancouver 19th Sept., Gen.—C. P. R.
Co.
Telemachus, Br. s.s., 1,340, J. Williamson, 24th
Oct., Saigon 14th Oct., Rice and Meal—
Wo Pat Shing.
Trieste, Aust. s.s., 3,203, D. Mistrorigio, 26th
Oct., Shanghai 23rd Oct., Gen.—S. W. &
Co.
Tsinan, Br. s.s., 1,463, W. B. Brown, 15th Oct.,
—Australia 20th Sept., and Manila 12th
Oct., Gen.—B. & S.
Wuhu, Br. s.s., 1,227, E. Richards, 26th Oct.,
—Manila, P.I. 23rd Oct., Ballast.—B. & S.
Zafiro, Br. s.s., 1,611, R. Rodger, 24th Oct.,
—Manila 22nd Oct., Gen.—S. T. & Co.

SAILING VESSELS.

E. B. Sutton, Am. ship, 1,630, Johnson, 19th
July, Chefoo 20th June, Ballast.—Order.
Evie T. Ray, Am. sq. rig, 918, Katten, 6th Aug.,
Manila 20th June, Timber.—Order.

Steamers Expected.

Vessels	From	Agents	How
Ceylon	Singapore	P. & O. Co.	28
Gaelic	Shanghai	O. & O. Co.	29
Gregory Apar	Singapore	D. S. & Co.	31
Mmouahire	Singapore	S. T. & Co.	31
Siberia	Japan	P. M. Co.	Nov. 4
Machao	Kobe	B. S. Co.	Nov. 5
Laisang	Singapore	J. M. & Co.	Nov. 7
Arabia	Portland	P. & A. Co.	Nov. 7
Kish	Singapore	S. T. & Co.	Nov. 7
Mongolia	San Francisco	P. M. Co.	Nov. 7
Massapequa	New York	S. T. & Co.	Nov. 29

Ships Passed the Canal.
Outward—28th September—*Indravilli, St. Bida, Kirhila, Lanchuan, Nordpol*, 20th
September—*Clyon, Druisai, Monmouthshire*,
4th October—*Bamhor, Fullford Hall, Elger, Pochow, Prins Regent Luitpold*, 7th Octo-
ber—*Ganget, Ardancarg, Montia*, 12th
October—*Glenfret, 15th October—Candia, Glenfret, Sanzambila, Strumburg*, 18th
October—*Prins Regent Luitpold*, 21st October—*Nip-
pon, Tsuruma*, 25th October—*Kalila*, 27th
October—*Simoon*, 18th October—*Glenfret, Andalusia*, 21st October—*Bayern, Winkow*,
25th October—*Bendovitch, Idomenou*,
Arrivals at Home—4th October—*Bornio*,
7th October—*Prins Regent Luitpold*, 12th Octo-
ber—*Indrapura, Sikkima, Hyon, Polynesian*,
15th October—*St. Pillani, Benarig, Bedonia, Sargolung, Denlighkire*, 18th October—*Jaya, Barolong, Telusa, Idanlusa, Ernest Simon*,
21st October—*Balencia, Guitman, Speria, Nipha*, 25th October—*Rashdikhire*.

Hongkong & Whampoa Dock Returns.

U.S.S. *Fathomer* ... Kowloon Dock.
H.C.M.S. *Hansa* ...
Likli ...
Sofala ...
Germania ...
Derwent ... Cosmopolitan
Chonotiao ...
Belgian King ... Aberdeen

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
in Shaikwan, leaving General Post Office at
noon.
Pillar Boxes at Arsenal Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street { 8 a.m.—11 a.m.
 { 2 p.m.—5 p.m.
Arsenal Street { 8.5 a.m.—11.5 a.m.
 { 2.5 p.m.—5.5 p.m.

A Mail will close for:

Macao—Per *Wingchai*, 28th Oct., 7 A.M.
Canton—Per *K'insan*, 28th Oct., 7.30 A.M.
Manila—Per *Legazpi*, 28th Oct., 8 A.M.
Swatow and Shanghai—Per *Wuhu*, 28th
Oct., 9 A.M.

Swatow, Amoy and Fochow—Per *Haimun*,
28th Oct., 11 A.M.

Chafoo and Newchwang—Per *Pakhoi*, 28th
Oct., 11 A.M.

Macao—Per *Huanchan*, 28th Oct., 1.15 P.M.

Singapore—Per *H.M.S. Cressy*, (By courtesy
of Captain Tudor), 28th Oct., 3 P.M.

Sambui, Shuihing, Takking and Wuchow
—Per *Sani*, 28th Oct., 4 P.M.

Kongmoon and Kumchuk—Per *Lintan*, 28th
Oct., 5 P.M.

Canton—Per *Fatshan*, 28th Oct., 5 P.M.

Namto—Per *Taihan*, 28th Oct., 5 P.M.

Sanbue—Per *Hoi Fu*, 28th Oct., 5 P.M.

Canton—Per *Posuna*, 29th Oct., 7.30 A.M.

Manila—Per *Zafiro*, 29th Oct., 9 A.M.

Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Ade-
laide and Perth—Per *Taiyuan*, 29th Oct.,
10 A.M.

Saigon—Per *Telemachus*, 29th Oct., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per *Korea*, 29th
Oct., 11 A.M.

Macao—Per *Huanchan*, 29th Oct., 1.15 P.M.

Kobe—Per *Tsinan*, 29th Oct., 3 P.M.

Wakai-wei and Tientsin—Per *Zhang*, 29th
Oct., 5 P.M.

Swatow, Amoy and Tamsui—Per *M. Struve*,
29th Oct., 5 P.M.

Amoy, Straits and Rangoon—Per *Pala-*
colia, 29th Oct., 5 P.M.

Namto—Per *Taihan*, 29th Oct., 5 P.M.

Sanbue—Per *Hoi Fu*, 29th Oct., 5 P.M.

Macao—Per *Wingchai*, 29th Oct., 7 A.M.

Canton—Per *Honam*, 30th Oct., 9 A.M.

Shanghai—Per *Choyang*, 31st Oct., 11 A.M.

Manila—Per *Taming*, 1st Nov., 4 P.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per *Tartar*,
2nd Nov., 11 A.M.

Shanghai—Per *Changchow*, 2nd Nov., 4 P.M.

Ningpo and Shanghai—Per *Whampoa*, 3rd
Nov., 4 P.M.

Swatow and Tientsin—Per *Kansu*, 4th Nov.,
11 A.M.

Manila—Per *Rubi*, 5th Nov., 9 A.M.

Amoy, Straits and Rangoon—Per *Pala-*
colia, 5th Nov., 11 A.M.

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Amoy, Straits and Rangoon—Per *Pala-*
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Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rose.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

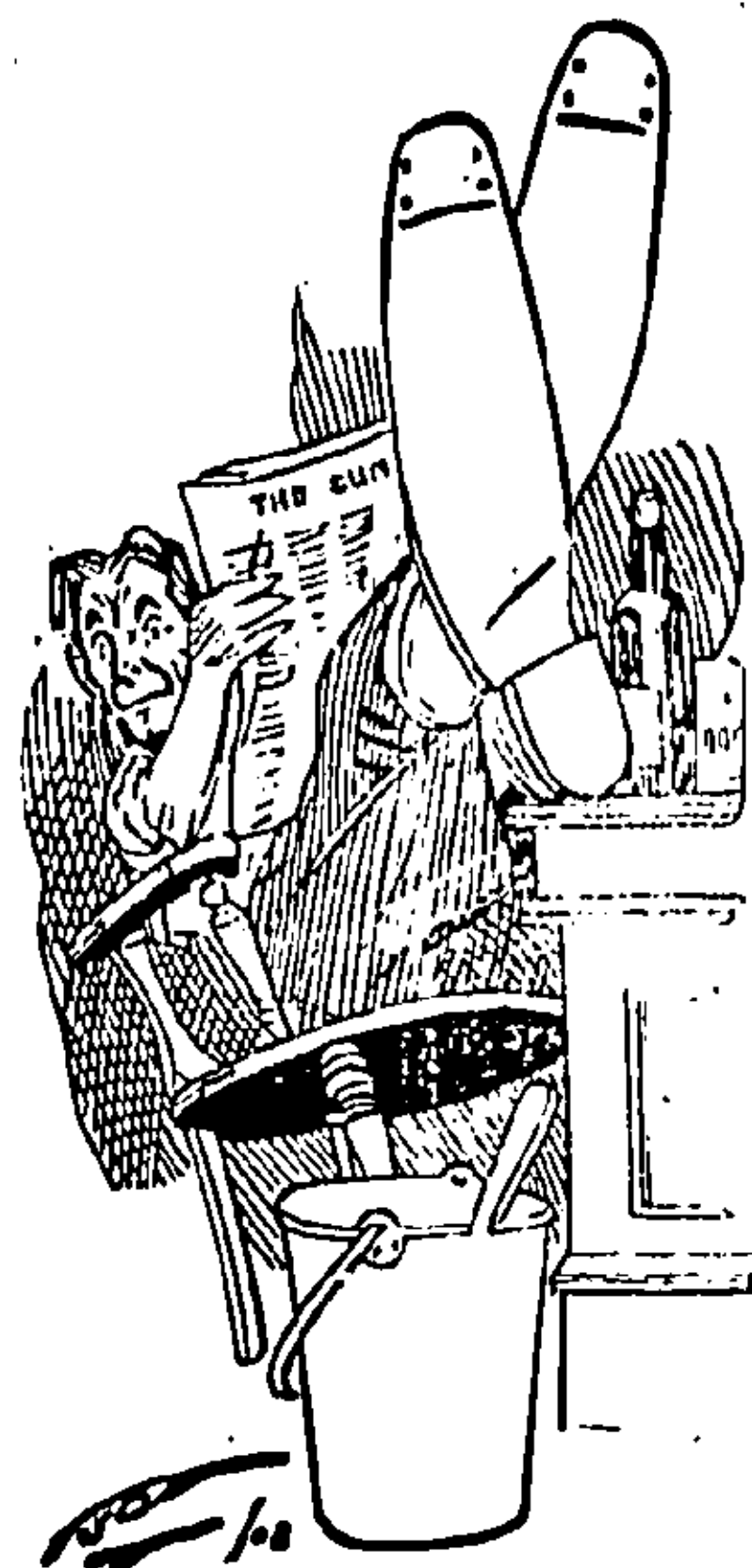
CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal		\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Impérial		50 " " "

ALSO TRY OUR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00
The Half-Litre 2.50

CHAZALON & CO.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT MARKET QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation ...	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 1/2 %	\$700 sellers London 269
National Bank of China, Limited.....	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$260 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	1,000	£15	£5	Tls. 800,000 Tls. 31,850 \$1,850,000	Tls. 217,119	Final of 10/- making £1 for 1903	11 %	Tls. 75 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$20,000 \$372,749 \$803 11- \$846,773	\$2,078,997	\$35 for 1903	5 1/2 %	\$630 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794 \$700,000	\$485,284	\$12 for 1902	8 1/2 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$125,675 \$2,50	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 1/2 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Malaya Steamship Company, Limited.....	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$34 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$157,555	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$19 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$130 sales & b.
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 8 1/2 %	Tls. 48 1/2 buyers Tls. 47 1/2 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 8 1/2 %	Tls. 48 1/2 buyers Tls. 47 1/2 buyers
"Shell" Transport and Trading Company, Limited.....	10,000	£1	£1	£400,000 £60,000 £15,093	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 1/2 %	23/6 sellers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$60,000 \$15,093 \$400,000 \$21,075 \$18,000	\$1,287	\$1.80 & b. 40 cts \$2.90 & b. 20 cts for year ending 30.4.04	5 1/2 % 3 1/2 %	\$40 \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for and 1-year making \$13 for 1903	8 1/2 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$237
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$5 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$6 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,989	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$115 sales & b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904	7 %	\$223 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$35,500	\$489	\$14 for 1903	4 1/2 %	\$27 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$190 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$7 dividend	...	\$10
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 175 buyers
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 48,710	Tls. 22,895	Interim of Tls. 4 for 1904	8 %	Tls. 135 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 50,913	\$43,732	First year	...	Tls. 13 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for and half year 1903	4 1/2 %	\$240 sellers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,889	\$2 1/2 for year ended 30.6.1904	8 1/2 %	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,688	\$5 for first half-year 1904	7 1/2 %	\$137 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$5 for 1904	8 %	\$149 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,886	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,507 \$50,000	\$9,177	90 cents for 1903	7 %	\$12 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$656	\$2.60 for 1903	6 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited.....	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 23 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	5 %	\$10 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 20
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9
MISCELLANEOUS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 66 sales
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2
Bell's Asbestos Eastern Agency, Limited	30,000	\$10	\$10	none	...	First year	...	\$13 sellers
Campbell, Moore & Co., Limited	8,604	12 1/2	12 1/2	none	\$161	6d. per share for 1903	...	\$5
Central Stores, Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$40 buyers
Do. (Founders)	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sellers
Do. (New Issue)	123	\$15	\$7 1/2	...	...	Preferential of 7 per cent for 1904	6 1/2 %	\$100
China-Borneo Company, Limited	24,000	\$12	\$12	none	First year	60 cents for 1903	5 1/2 %	\$8 sellers
China Flour Mill Co., Limited	60,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	Tls. 6 for 1903	9 1/2 %	\$11 1/2 buyers
China Light and Power Company, Limited	4,000	\$10	\$10	none	Nil.	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
China Provident Loan & Mortgage Company, Ltd.	30,000	\$10	\$10	none	\$3,739	None	...	\$10 sales
Dairy Farm Company, Limited	100,000	\$7 1/2	\$6	\$25,000	\$1,171	80 cents for 1903	8 1/2 %	\$23 buyers
E. L. Monden, Limited	10,000	Tls. 50	Tls. 50	none	\$3,029	\$1 1/2 for year ending 31.7.03	5 1/2 %	Tls. 42 sellers
Fraser and Neave, Limited	7,000	\$50	\$50	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	\$100 buyers
Geo. Fenwick & Co., Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$27 sellers
Green Island Cement Company, Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$34
Hall & Holtz, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	4 1/2 %	\$31
Hongkong & China Gas Company, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	11 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2 1/2 bonus for 1903	7 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	5 1/2 %	\$9 buyers
Hongkong Ice Company, Limited	1,350	\$100	\$100	\$30,000	\$4,283	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$35,000	\$5,844	Interim of \$4 for 1904	7 1/2 %	\$250 buyers
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140
Kat Brothers, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	6 1/2 %	\$21 1/2 buyers
Lave, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$375,000	\$21,582	First year	...	\$15 buyers
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 37,87	Final of \$7 making \$12 for year end. 29.2.04 3rd quarterly of Tls. 10. paid 15.9.04 making 30 for Tls. 30. a/c 1904	8 1/2 % 13 %	\$140 buyers Tls. 310 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$26 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172 Tls. 100	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 1/2 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 %	Tls. 97 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 157 1/2 sales
Shanghai Waterworks Company, Limited	7,100	£20	£20	Tls. 140,000	Tls. 7,560	Interim of 15/- for 1904	7 1/2 %	Tls. 367 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year endd 31.7.1903	7 %	\$70
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$25 nominal
Steam Laundry Company, Limited	15,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	none	\$1,600	First year	...	\$31 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,493	\$7 for second half year 1903	9 %	\$165 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	\$1 div. and 25 cents bonus for half year ended 30.6.1903	7 %	\$87 1/2
Tientsin Native City Waterworks Company, Ltd.	9,944	Tls. 100	Tls. 100	none	Tls. 411	None	...	\$14 buyers
Tientsin Waterworks Company, Limited	9,900	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$2,000	90 cents for year ending 31.5.1904	9 1/2 %	\$10 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$2,000	\$20 for year ending 31.5.1904	10 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,800	\$1,042	\$1 for 1903	12 1/2 %	\$9 1/2 buyers
William Powell, Limited	12,000	\$10	\$10	\$5,000	\$688	Final of 70 cents making \$1.20 for the year ending 30.6.1904	10 1/2 %	\$11 1/2 sellers